



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

178041

LEGISLATIVE DOCUMENTS

SUBMITTED TO THE

Eighteenth General Assembly

OF THE

STATE OF IOWA,

WHICH CONVENED AT DES MOINES, JANUARY 12, 1880.

JOHN H. GEAR,	- - - - -	Governor.
FRANK T. CAMPBELL,	- - - - -	Lieutenant-Governor.
LORE ALFORD,	- - - - -	Speaker of the House of Representatives.
JOHN A. T. HULL,	- - - - -	Secretary of State.
BUREN R. SHERMAN,	- - - - -	Auditor of State.
GEO. W. BEMIS,	- - - - -	Treasurer of State.
JAS. K. POWERS,	- - - - -	Register of State Land Office.
CARL W. von COELLN,	- - - - -	Superintendent of Public Instruction.
JOHN F. McJUNKIN,	- - - - -	Attorney-General.

VOLUME II.

DES MOINES:

F. M. MILLS, STATE PRINTER.

1880.

FIRST ANNUAL REPORT

OF THE

BOARD

OF

RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING JUNE 30, 1878.

STATE OF IOWA.

DES MOINES:
R. P. CLARKSON, STATE PRINTER.
1878.

COMMISSIONERS' REPORT.

STATE OF IOWA,
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, November 30, 1878.

HON. JOHN H. GEAR, *Governor of Iowa*:

SIR:—In accordance with the requirements of the Statute we have the honor to submit herewith the First Annual Report of the Board of Railroad Commissioners, showing the general traffic, earnings, operating expenses and condition of the railroad companies doing business in this State, for the year ending June 30, 1878, together with the returns of the several companies to this office, and tabulated statements therefrom.

On the 4th day of April, 1878, the members of the Board of Commissioners convened at the Capitol in Des Moines; present, James W. McDill, Peter A. Dey and C. C. Carpenter, who, after being duly qualified, elected J. S. Cameron Secretary, in accordance with section 6 of the act above mentioned. On the 31st of August, 1878, C. C. Carpenter resigned his membership of the Board of Commissioners, and M. C. Woodruff was appointed to fill the vacancy by the Governor, his commission dating from September 1, 1878.

Entering upon the discharge of their duties as set forth in chapter 77, of the acts of the Seventeenth General Assembly, the Commissioners felt a natural embarrassment and hesitation arising from several causes which may be briefly mentioned here.

They fully understood that by the enactment of chapter 77 a new policy of railroad treatment had been adopted; one which had many earnest and sanguine friends, as well as many determined opponents, while a third and larger class were waiting and watching for practical results before approval or condemnation. The Commissioners felt that the very large number of citizens of Iowa who had favored and still favor what is popularly known as the "Granger Law," comprised many pure and able men who were not, from the very nature of their

convictions, prepared to accord to the Board that forbearance and charity which they so much desired and needed in putting into practical operation the new policy mapped out by the Legislature.

At the same time they recognized the act of the Legislature as the only expression of the will of the people to which they could listen, and the commands of the act as the ones which they must heed and obey. They understood that the rigid schedule of rates imposed by the Tariff Law had been condemned as too narrow, incomplete and unjust, and that restraints were removed, not to give the railroad companies absolute liberty of action, but rather to remove the chafing bands and fetters of which the companies had so much complained. They understood that the provisions of the act were not fully known and completely comprehended by a very large body of the citizens of Iowa, and that very many supposed that the Board had been made the grand reservoir of the powers of the State, so recently declared and established by the highest court in the land. And yet they found their powers, except those of a general and supervisory nature, very much limited and prescribed by the terms of the act, and that in fact, in most instances their duties were to advise and express opinions without any power to compel performance or respect decisions made. They well knew also that many regarded this want of power in the Commissioners as a fatal defect in the scheme proposed by the Legislature; while on the other hand the idea of the act, namely, a supervisory power in a board with actual and ultimate power in the Legislature, chosen periodically by and from the people, was the very vital idea of the policy or scheme proposed. The body of the people, the railroad companies and the Commissioners themselves were unfamiliar with the practical workings of the plan or policy adopted. Recognizing fully all these, and many other difficulties and embarrassments which have not been enumerated, the Commissioners claim for themselves an earnest desire and purpose to endeavor the faithful discharge of the duties imposed, to observe carefully all the details and workings of the new policy, to conceal nothing, to extenuate nothing and to fully report all their acts, their observations and conclusions to the Governor as required by law to do.

PRELIMINARY STEPS TAKEN.

Finding ourselves without data in the shape of reports from the several companies operating lines of railway within the State, and without practical experience as to the routine work necessary to a discharge of our duties, we sent our Secretary to Wisconsin and Minnesota, that he might observe the details of work in the Commissioners' offices in those States, which duty he discharged faithfully and with benefit, in giving us the use of the experience had, and observations made in those offices. We also by our correspondence procured copies of the reports of Commissioners of other States, and made careful examination thereof. Our attention was also given to a very careful and critical reading and consideration of the act creating the Board, and to diligent inquiry as to the probable scope and meaning of the several provisions contained therein. As might have been anticipated many doubts and difficulties suggested themselves to our minds.

THE POWERS OF THE BOARD AS TO GENERAL SUPERVISION AND INQUIRY.

Very early in our investigations our attention was called to the broad and sweeping language of Section 3 of the Act. The nature and extent of the "General Supervision" required of us in the first and the methods of inquiry intended and provided for in the second clause of said section, were the subject of much careful thought and inquiry. Soon after our organization the result of our deliberations and conclusions was set forth in a decision made by us in the case of the Keokuk & Des Moines Railway *vs.* the Des Moines & Fort Dodge Railroad upon a question of jurisdiction raised by the counsel for the latter Company. We here insert, for your consideration, our decision in full upon that subject :

DECISION OF THE COMMISSIONERS AS TO JURISDICTION.

The defendants in the above-mentioned case moved to dismiss the case of the Keokuk & Des Moines Railway Company for the following reasons, viz :

First—That the complaint has not been preferred by any proper or competent authority.

Second—That such complaint must have been preferred by the Mayor and Council of an incorporated town or city, or the Trustees of a township through which some portion of the road complained against is operated, or by and at the solicitation of twenty-five tax-payers after the refusal of such Council or Trustees to prefer complaint.

Third—That the Board of Railroad Commissioners has no authority to inquire into or pass upon private grievances affecting only an individual person or corporation where the public good is not violated.

The complaint alleges that the Des Moines & Fort Dodge Railroad track connects with the Keokuk & Des Moines Railway track at Des Moines; that the Des Moines & Fort Dodge Railroad has entered into running arrangements with the Chicago, Rock Island & Pacific Railroad Company; that the empty cars of the latter company are regularly delivered to the former at Des Moines, hauled to points on the line of the Des Moines & Fort Dodge Railroad, returned loaded to Des Moines and delivered to the said Chicago, Rock Island & Pacific Railroad Company at Des Moines, and hauled to Chicago and elsewhere; that applications have been made by shippers on the line of the Fort Dodge Railroad, to have cars of the complainant's or of the Chicago, Burlington & Quincy Railroad, or other roads connecting with complainant's road, sent to points on said Fort Dodge line, to be loaded and returned; that the Des Moines & Fort Dodge Railroad Company for a long time refused to receive the cars of complainant or roads connecting with it, and still refuses to receive such empty cars unless prepayment is made for the hauling thereof before the cars leave Des Moines; that no such charge is demanded from, or made to, the said Chicago, Rock Island & Pacific Railway Company; that when such cars are taken by said Des Moines & Fort Dodge Railroad, excuses are made for delaying same in transit, and for leaving same at stations other than those to which they were sent for shipment; that when such shipments are made, the Fort Dodge Railroad charges full local rates to Des Moines, and at the same time large abatements and drawbacks are allowed the Rock Island Railroad, thus discriminating against the complainant, and demanding and receiving from the Keokuk Railroad a greater sum than is accepted from the Rock Island, another connecting road.

This petition is presented signed by John Fyffe, attorney of the Keokuk & Des Moines Railway Company.

A scrutiny of the motion to dismiss, above set forth, will show that the mover relies upon the following propositions:

1st. That the matters complained of, if true, do not constitute a public grievance.

2nd. That the jurisdiction of the Board of Railroad Commissioners extends only to public and not to private grievances.

3rd. That the jurisdiction of the Board of Railroad Commissioners can only be invoked in the manner prescribed in section 15 of the act constituting said Board, namely, upon the application of the mayor and council of an incorporated town or city, or the trustees of a township, or upon their refusal to act upon the petition of twenty-five or more legal voters of any given city, town or township.

The importance of the inquiry suggested by the last or foregoing proposition cannot be overestimated. Called upon to aid in the administration and execution of a new law, the Board feels that no more important inquiry could have been suggested. Impressed with such feelings they have endeavored to give the subject their most careful

thought and consideration, and now submit a few reasons which have influenced them in their determination of the question.

Looking at the law creating the Board and defining its duties as their sole charter of powers, they find that section 1 of the Act repeals certain sections of a former Act which seemed to be inconsistent with the spirit and theory of this Act. Section 2 provides for the present Board, the manner and term of their appointment and services, and their qualifications and location. Section 3 defines their powers and duties and must in our opinion be regarded as the leading section, so far as the duties, powers and jurisdiction of the Board are concerned. From that section we learn that the Board shall have the general supervision of all railroads in the State operated by steam. That they shall inquire into any neglect or violation of the laws of this State by any railroad doing business therein, or by the officers, agents or employees thereof; that they shall from time to time carefully examine and inspect the condition of each railroad in the State, its equipment, the manner of its conduct and management with reference to the public safety and convenience; that they shall make a semi annual examination of the bridges of the several railroad companies and report their condition to the companies; that if a bridge is found unsafe the Board shall notify the company owning the same, and the company shall repair and put the same in good order within ten days after receiving notice; and in default thereof said Commissioners are authorized and empowered to stop and prevent said company from running its trains over said bridge while in its unsafe condition; that if, in the judgment of the Commissioners, any railroad corporation fails in any respect or particular to comply with the terms of its charter or the laws of the State, or any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to or change of its stations or station houses, or any change in its rates of fare for transporting freight or passengers, or in its mode of operating its road and conducting its business, is reasonable and expedient, in order to promote the security, conveniences and accommodation of the public, they shall notify the company in question in writing, &c., but that nothing in the section shall be construed as relieving the company from its present responsibility or liability for damage to person or property.

Section 4 requires the Commissioners to make an annual report to the Governor of their doings for the preceding year, disclosing the workings of the railroad system of the State, its relation to the general business and prosperity of the State, and appropriate suggestions

and recommendations in relation thereto. Section 5 to aid the Commissioners authorizes them to require a report annually from each railroad in the State. Section 6 fixes the place of the office of the Commissioners, and their compensation, and that of their secretary. Section 7 prescribes an oath of office for the Commissioners, &c. Section 8 provides for a fund for salary and expenses. Section 9 grants them inquisitorial powers of investigation, authorizing them to issue subpoenas, &c. Section 10 is a section of general railroad law, prescribing the duties of a railroad company to shippers and to connecting railroads. Section 11 prohibits unequal and discriminating charges and special rates, concessions and drawbacks. Section 12 prohibits unreasonable charges for transportation of persons and property, or for handling or storing freight, or for use of cars, or for any privilege or service afforded by it in the transaction of business as a railroad corporation. Section 13 provides a forfeiture for violating any of the provisions of the act, and for attorney's fees to be recovered in a civil action in court. This section then provides that in all cases "where complaint shall be made in accordance with the provisions of Section 15 hereinafter provided, that an unreasonable charge is made, the Commissioners shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and all cases of a failure to comply with the recommendations of the Commissioners shall be embodied in the report of the Commissioners to the Legislature; and the same shall apply to any unjust discrimination, extortion or overcharge by said Company, or other violation of law." Section 14 prescribes the duty of the railroad companies and of the Commissioners as to accidents involving personal injury or loss of life.

Then follows section 15, which is the section requiring special construction, and must, in our view, be construed in the light of the other sections and parts of the act, so as to give if possible full meaning and scope to every part and parcel thereof. Section 15 reads as follows: "It shall be the duty of said commissioners, upon the complaint and application of the mayor and aldermen of any city, or the mayor and council of any incorporated town, or the trustees of any township, to make an examination of the rate of passenger fare, or freight tariff charged by any railroad company, and of the condition or operation of any railroad, any part of whose location lies within the limits of such city, town, or township; and if twenty-five or more legal voters in any city or township shall by petition, in writing, request the mayor and aldermen of such city, or the trustees of such township, to

“make the said complaint and application, and the mayor and aldermen, or the trustees, refuse or decline to comply with the prayer of the petition, they shall state the reason for such non-compliance in writing upon the petition, and return the same to the petitioners, and the petitioners may thereupon, within ten days from the date of such refusal and return, present such petition to said commissioners, and said commissioners shall, if upon due inquiry and hearing of the petitioners, they think the public good demands the examination, proceed to make it in the same manner as if called upon by the mayor and aldermen of any city, or the trustees of any township. Before proceeding to make such examination in accordance with such application and petition, said commissioners shall give to the petitioners and corporation reasonable notice, in writing, of the time and place of entering upon the same. If upon such examination it shall appear to said commissioners that the complaint alleged by the applicants or petitioners is well founded, they shall so adjudge, and shall inform the corporation operating such railroad of their adjudication within ten days, and shall also report their doings to the Governor, as provided in the fourth section of this act.”

It seems to us important to note that the class of cases specifically provided for are those asking the Commissioners to make an examination “of the rate of passenger fare on freight tariff charged by any railroad company, and of the condition and operation of any railroad, any part of whose location lies within the limits of such city, town or township.”

It seems natural and reasonable to conclude that the naming of the cases requiring this particular formal complaint excludes all other complaint from such requirement.

Again, the last sentence of section 13 seems to us to contain a legislative construction of section 15. The Legislature says: “And in all cases where complaint shall be made in accordance with the provisions of section 15, hereinafter provided, that an unreasonable charge is made, the Commissioners shall, &c.” From the language of section 15 we therefore conclude that the restrictions as to manner or form of complaint found in section 15 applies solely to two classes of cases:

First—Cases of examination of the rate of passenger fare or freight tariff charged by any railroad company.

Second—Cases of examination into the condition and operation of

any railroad, any part of whose location lies within the limits of such city, town or township.

For these two cases being in the nature of local grievances the Legislature in its wisdom seems to have required that the jurisdiction of the Commissioners to inquire and examine could only be invoked in a certain way. In our view therefore, section 15 has only a limited and restricted operation. But when we turn our attention to the third section of the act defining the power and duties of the Commissioners, we think every doubt as to the fallacy of the proposition must disappear. The Commissioners shall have the general supervision of all the railroads in the State operated by steam. The words "general supervision" are words of the widest signification. They are entirely inconsistent with a crippled or limited power. Then it is provided that the Commissioners shall inquire into any neglect or violation of the laws of this State by any railroad corporation doing business therein, or by the officers, agents or employees; all of which requirements are, to our minds, only consistent with untrammelled liberty of inquiry, investigation and research.

We are, therefore, of the opinion that the proposition that the jurisdiction of the Board of Railroad Commissioners can only be invoked in the manner prescribed in section 15 is untenable. The other two propositions contained or implied in the motion to dismiss, namely, that the jurisdiction of the Board of Railroad Commissioners extends only to public and not to private grievances, and that the matters complained of, if true, constitute a private and not a public grievance in our opinion cannot be maintained. The Commissioners having general supervision of all the railroads in the State, and being charged with the duties of inquiring into any neglect or violation of the laws of this State by railroads, and being required to exercise their judgment as to whether the railroads are complying in every respect and particular with the terms of their charter or the laws of the State, there seems to us to be no limit to the extent and character of their inquiries, except such limits as are found in the exercise of a sound discretion, and judgment, and a constant recollection that we are to study and promote the security, convenience and accommodation of the public; which public is only an aggregation of private persons, and in this view a grievance to the humblest citizen, unless exceptional, becomes a public grievance.

But do the facts stated in the complaint, if true, constitute only a private grievance? The substance of the charge is that a certain rail-

road connecting with other railroads at Des Moines, so manages and manipulates its traffic that shippers along its line are hindered from patronizing one of the connecting routes to market and encouraged to the sole use of another route. If it is better to have two routes to market than one, then such a course on the part of any railroad company is reprehensible, and if persisted in, constitutes in our opinion a public grievance; for by such course whole communities are set traveling and trafficking upon one way alone to market, when otherwise two ways would be open to choose from. The business sense of every enlightened and enterprising community has been exercised to secure many ways to market; and it seems to us that in this view, and holding such conduct upon the part of any railroad to be wrong, and a public wrong, the Legislature embodied section 10 into the law creating the Board of Railroad Commissioners which reads as follows:

“ It shall be the duty of any railroad corporation when within their
“ power to do so, and upon reasonable notice, to furnish suitable cars
“ to any and all persons who may apply therefor, for transportation of
“ any and all kinds of freight with all reasonable dispatch, and to pro-
“ vide and keep suitable facilities for the receiving and handling of the
“ same, at any depot on the line of its road ; and also to receive and
“ transport in like manner, the empty or loaded cars furnished by any
“ connecting road, to be delivered at any station or stations on the line
“ of its road, to be loaded or discharged, or reloaded and returned to
“ the road so connecting ; and for compensation it shall not demand or
“ receive any greater sum than is accepted by it from any other con-
“ necting railroad for a similar service ;”—and we take this as a legis-
lative declaration that the acts complained of, if true, constitute a public grievance. We are, therefore, all of the opinion that the motion should be overruled, and that it is our duty to inquire into the truth of the allegations of the petitioner.

Afterwards, the evidence being heard in the above case, we made our decision upon the questions involved, which we herewith submit :

On the first day of May, 1878, the Keokuk & Des Moines Railway Company filed its complaint in this office against the Des Moines & Fort Dodge Railroad Company, alleging that complainant is a corporation duly organized and incorporated under the laws of the State of Iowa, having its principal place of business at Keokuk in this State, and that it owns and operates a line of road running from Keokuk to the city of Des Moines. That it has a large trade in freight and passengers and connects at Ottumwa with the Chicago, Burlington & Quincy Railroad, and at Keokuk with the Toledo, Wabash and Western Railway, and with the St. Louis, Keokuk & Northern Railway and

through them has ample facilities for sending and does actually carry many passengers as well as large shipments of stock, grain and freight to Chicago, St. Louis, Toledo and other points. That Des Moines & Fort Dodge road owns and operates a line of railway from Des Moines to Fort Dodge, and that the tracks of the Keokuk & Des Moines Railway and the Des Moines & Fort Dodge Railroad connect at Des Moines; that said Des Moines & Fort Dodge Railroad Company has entered into running arrangements with the Chicago, Rock Island & Pacific Railroad, and that the empty cars of the latter are regularly delivered to the former at Des Moines, hauled to points on the line of the Des Moines & Fort Dodge Railroad, returned to said Chicago, Rock Island Company at Des Moines and hauled to Chicago and other points where; that applications have been made to the agent of the Chicago, Rock Island & Pacific Railroad for empty cars either of the complainant or of the Chicago, Burlington & Quincy Railroad or the cars of other roads connecting with petitioner's road to be sent to points on the line of the Des Moines & Fort Dodge Railroad to be loaded and returned; that the Des Moines & Fort Dodge Railroad for a long time persistently refused to receive the cars of petitioner or of roads connected therewith, and that they still refuse to receive said empty cars unless a pre-payment of ten cents per mile is made for hauling said empty cars, and that such pre-payment is exacted before the cars leave Des Moines. That no such charge is demanded from or made upon the Chicago, Rock Island & Pacific Railroad Company. That when such cars are taken, excuses are made for delaying them in transit, and for leaving them at stations other than those at which they were sent for shipment. That the Des Moines & Fort Dodge Railroad charges the complainant full local rates on such shipments to Des Moines, and at the same time large abatements or drawbacks are allowed the Chicago, Rock Island & Pacific Railroad Company on similar shipments, "thus discriminating against petitioner by demanding and receiving from it a greater sum than is accepted from the Chicago, Rock Island & Pacific Railroad Company for a similar service, contrary to the statute in such case made and provided."

Steps were at once taken by the commissioners to advise the Des Moines & Fort Dodge Railroad of the complaint above made, and on the fourth day of June the answer of said Company was filed alleging that no stock has been shipped to St. Louis over the line of the Des Moines & Fort Dodge Railroad for a number of years, and that the amount of grain shipped to that market is limited, that Chicago is the principal point of shipment; denies that shippers along the line of the Des Moines & Fort Dodge road have made application to the agents of the petitioner to have cars of the petitioner or any of its connecting roads sent to points along the line of its road, but alleges that the agents of petitioner have passed along the line of respondent's road, and offered unusual rates, and lower rates than those charged by the Chicago, Rock Island & Pacific Railroad Company, underbidding and using influences of an unfair character to obtain business. That prior to November 15, 1877, respondent had running arrangements with the petitioner, and since that time it has had running arrangements with the Chicago, Rock Island & Pacific Railroad Company; that its present charges for through freight have not been increased in any case, and in some instances are less than when it had

running arrangements with petitioner. Admits having charged the petitioner ten cents per mile for hauling its empty cars, but alleges that it charges the same sum to the Chicago, Rock Island & Pacific Railroad Company for hauling its empty cars; admits that it has demanded of the petitioner payment in advance for such services, and alleges as a reason therefor that petitioner is wholly insolvent, and that respondent has been advised that it has a legal right in such case to demand such payment in advance; denies having delayed any cars committed to it by the petitioner unreasonably or without lawful excuse; denies having allowed abatements and drawbacks to the Chicago, Rock Island & Pacific Railroad Company, but alleges that its charges made for freight delivered to the petitioner and carried by it and its connecting roads to points east, are precisely the same as charged by respondent to the Chicago, Rock Island & Pacific Railroad Company for similar services.

In the early stages of the proceedings a question was raised as to the jurisdiction of the Board and was considered by us and determined in favor of our rights and duty to hear and inquire as to the things charged. Upon the question being raised, the Board held it was inexpedient or unimportant to inquire into any acts of the respondent prior to the time when the act creating the Board of Railroad Commissioners took effect. The taking of testimony was concluded on the 25th of July, A. D., 1878, and counsel for petitioners and respondents at their request, had till September 1, 1878, to file their arguments, and these being filed, on the 28th of August, 1878, we proceeded to an examination of the evidence and the announcement of our views in relation to the facts developed.

The charges in the above complaint as narrowed down by the ruling of the Commissioners, and supported by evidence, are that after the passage of the railroad law by the Seventeenth General Assembly, and contrary to the provisions of the act, that the Des Moines & Fort Dodge Railroad Company unjustly discriminated against the Keokuk & Des Moines Railway Company:

First—By refusing to deliver five cars destined for points on their road and ordered by shippers.

Second—That two cars in transit were unnecessarily delayed, and set off at a station other than the one to which they were ordered.

Third—That pre-payment of ten cents per mile for haulage was demanded on ten cars that were sent forward to be loaded, contrary to custom among railroads, and that this pre-payment was not demanded of the Chicago, Rock Island & Pacific Railroad, and that pre-payment of freight was in every case demanded and received of the shipper before the loaded cars would be moved, to the detriment of the business of the Keokuk & Des Moines Railroad, while no such claim was made on shippers over the Chicago, Rock Island & Pacific Railroad, thereby unjustly discriminating against the Keokuk & Des Moines Railroad.

The first car refused was a Keokuk & Des Moines stock car, No. 236, set on the transfer track April 3, 1878, and ordered to be delivered to E. C. Hurlbert, Wapkee. This is sworn to by Mr. Coykendall, agent, as tendered, but not taken. No explanation has been furnished by the defendant as to this car other than this, on the 9th of April that a Keokuk & Des Moines stock car, No. 157, was received and

delivered at Waukée April 10, and returned to Des Moines April 26th.

The second car refused was box car No. 20, Chicago, Burlington & Quincy, on the 29th of April, for Lamme, at Minburn; this is by statement and memoranda of Coykendall, agent.

Musser, the agent of the Des Moines & Fort Dodge Railroad, and his memoranda shows, that this car was forwarded to Minburn April 30, returned loaded May 10, and receipted for by Coykendall. Conductor's report shows that this car was forwarded April 30. (Muskendall is evidently in error.)

The third car, No. 266, Keokuk & Des Moines stock, for E. C. Hurlbert, Waukée, reported tendered by Coykendall and not taken. Musser's memorandum says received April 29, at 8:10 A. M.; he also states that he was notified by Coykendall not to send the car, that it was not needed, that Hurlbert would drive his stock to Des Moines.

The fourth and fifth, Chicago, Burlington & Quincy cars, Nos. 3,960 and 9,412, for Lamme, at Minburn, reported refused by Coykendall on the 9th of May, were on the testimony of Musser, agent, and Smith, inspector, refused, being unfit to run, the one having a broken axle bar, the other a flat wheel, and the Chicago, Burlington & Quincy cars 3,960 and 9,412 were forwarded in place of them to Minburn on the 11th, and one returned loaded on the 16th, the other on the 21st. This statement he is confirmed by conductor's report.

The two cars set off at Ashawa billed for Minburn were set off by order of Gilmore, Superintendent. He swears that the train on the Des Moines was larger than the engine could haul up the grade at Ashawa north. (Twenty-five cars and one coach.) They were taken to Minburn the next day, conductor's report confirms the statement.

The last charge, the demand for pre-payment for haulage of empty cars, and for pre-payment for freight of shippers is admitted by the Des Moines & Fort Dodge Railroad Company, and justified on the ground that the common carrier is entitled to demand pay for his services at any time in his discretion. They also claim that the Keokuk & Des Moines Railroad Company was wholly insolvent, and that they were legally advised that they had the right to demand pre-payment.

It is impossible to fix any rule or time that a railroad company should deliver cars received at any given station, there being so many circumstances to govern that in fixing the line between wilful negligence and the ordinary course of business considerable latitude must be allowed. The only instance proven of cars left at stations other than directed were the two cars left at Ashawa on the 30th of April, by order of Gilmore, Superintendent. From the evidence it is plain that setting out two cars was proper, and entirely justifiable. At the same time there is something that looks like discrimination in selecting the empty cars that the Keokuk & Des Moines road had forwarded. They were sent the next day. There seems to have been no need of haste, they were left at Minburn May 1st, and returned loaded, the one May 13th, the other May 16th.

Counsel pressed with considerable force the fact of delays in forwarding cars; yet it is hardly probable that any given number of cars on the road under ordinary circumstances would be forwarded with less delay than these were.

While there is every evidence of a strong disposition to turn all the business to the Rock Island road, the management of the Des Moines & Fort Dodge road seem to have carefully guarded their official action, so as to come within the letter of the law, unless in the car 236, which Gilmore refused to send, as sworn to by Whiting, saying that Hurlbert could drive his stock. The next day a car went up, which was not loaded, and returned empty April 20th.

There is no evidence of drawbacks to the Chicago, Rock Island & Pacific. From the evidence and the nature of the business it is clear that the Rock Island Railroad Company were paying a liberal price and a large bounty above a pro rata for the business furnished at Des Moines. This is legitimate. Branch roads of this character could not be maintained on purely local rates, and it is right that they should be liberally compensated for gathering up and delivering in car loads to the trunk lines.

As to the complaint made that a charge of ten cents per mile in advance was exacted from the Keokuk & Des Moines Railroad for hauling its empty cars and those of its connecting roads to points on the line of the Des Moines & Fort Dodge Railroad, we think the evidence clearly shows that the same amount, viz: ten cents per mile for hauling its empty cars, was claimed and collected from the Chicago, Rock Island & Pacific Railroad Company for hauling its empty cars to points on the line of its road. But it also appears from the evidence that pre-payment was demanded from the Keokuk & Des Moines Railway before the cars were moved. The reason given for this in respondent's answer is that the petitioner was wholly insolvent, and respondent was advised that it had a legal right to demand such payment in advance. We find no evidence in the record going to establish either of the above propositions. But the Superintendent of the Des Moines & Fort Dodge Railroad testifies that he had knowledge of the fact that at the time when this rule of pre-payment was adopted the petitioner was not paying its bills promptly when they were due, but was paying in time checks, and that he had seen what purported to be an official report of that company, stating its inability to pay interest on its bonds and proposing that the same should be funded. It is claimed by the Des Moines and Fort Dodge Railroad Company that it has a legal right to demand pay for such services in advance, and that in this case it had reason for departing from its ordinary custom and exercising its legal right. That such legal right exists can hardly be doubted. See Redfield on Common Carriers, Sec. 133. But to our minds the question with which we are to deal is something more than an abstract question of law. Sec. 10 of the Act creating the Board of Railway Commissioners declares: "It shall be the duty of any railroad corporation when within their power to do so, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling the same at any depot on the line of its road; and also receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded or discharged, or re-loaded and re-

“turned to the road so connecting ; and for compensation it shall demand or receive any greater sum than is accepted by it from other connecting road for a similar service.”

By the express and positive requirements of this section each railroad company in the State is required to haul the empty or loaded cars of its connecting roads, with reasonable dispatch, and to keep sufficient facilities for such work at its depots. The evident meaning of this is that all persons, dealers, shippers and connecting roads are for the great work of the railroad, transportation, to be treated alike. No one is to be shown one at the expense of another. No schemes or devices are to be adopted which shall result in hindering a free use of the avenue for transportation. The evil attacked is discrimination. The remedy provided by the Legislature is a rule of action laid down in very clear and precise terms, and a penalty for its violation as provided in section 13 of the act. We can well understand that the letter of the law may be observed while its spirit is wantonly violated, and probably no more dangerous mode of violation may be found than the assertion of a strict legal right. It does not seem to have been the custom of the Des Moines & Fort Dodge Railroad to demand payment from other roads for hauling empty cars. Conceding its right to make such demand in view of the general custom of the State, its enforcement in the exceptional case, if without reason or excuse, would, in our judgment, be such discrimination as the law forbids. But if its officers really believed as they claim, that by reason of the insolvency or insolvency it was unsafe, in a business point of view, to render the service without pre-payment, it seems to have been their right to enforce it. We cannot refrain from regret at what was apparent during the trial of this case, namely, a bitter feeling between the two roads in question, arising no doubt from old transactions and troubles, which feeling is manifest between two business men whose common interests interlaced and intertwined as are the interests of these roads, and which could only be characterized as puerile in the extreme. In conclusion, we earnestly recommend to the respondents that we do to all the railroads of the State, that the law prohibiting discrimination be observed not only in letter, but in spirit, believing as we do, that its observance is essential to the performance of their great work of transportation.

C. C. CARPENTER,
PETER A. DEY,
JAMES W. McDILL,
Commissioners

With regard to the duty devolving upon the Board “from time to time to carefully examine and inspect the condition of each railroad in the State, and of its equipment, and the manner of its conduct and management with reference to the public safety and convenience,” we have to report that the whole of each line of railroad in the State has been inspected by some one or more members of the Board in connection with, and assisted by J. S. Cameron, Esq., our Secretary, whose technical knowledge and practical skill as a civil engineer has

been invaluable to the Board in seeking to perform this duty. A detailed result of such examination is more fully set forth in another part of this report.

We are required "for the purpose of keeping the several railroad companies advised as to the safety of their bridges to make a semi-annual examination of the same and to report their condition to the companies."

REMARKS AND SUGGESTIONS AS TO BRIDGES AND THE LAW IN RELATION
THERE TO.

A bridge is defined by Webster to be "a structure of wood, stone, brick or iron raised over a river pond or lake for the passage of men or other animals."

We regret that we are left without any legislative definition of the term, limiting the broad terms of the ordinary and popular meaning above set forth.

From an examination and comparison of the reports of the various companies returned to us under the provisions of section 5 of the act, we are led to believe that there are about sixteen thousand such structures in the State, forming parts of the lines of the various companies operating in Iowa.

We are advised, by experts, that a careful inspection of such structures would require at least the devotion of one day to ten in number thereof, and it therefore seems that a physical impossibility is required of the Board in this particular. We cannot believe it wise that the Board shall be required to "advise the railroad companies of the condition of their bridges."

The railroad companies themselves should, in our opinion, be held to a rigid accountability for the condition and safety of their bridges. Every well regulated railroad company has within itself the efficient means of knowing daily their condition and security along its line. To literally comply with the requirements and terms of section 3 of the act, and in its very terms as to bridges, would, it is clear, require the constant personal attention of every member of the Board during every day of the whole year, and the neglect of all other duties required by the law, and also the employment of a large number of experts at an extraordinary expense.

We therefore, under the provisions of section 4 authorizing us to make suggestions and recommendations, do most respectfully yet

earnestly suggest and recommend that the legislature at the earliest possible moment revise its legislation upon the foregoing subject and suggest in lieu thereof the following scheme or plan:

AMENDMENT AS TO BRIDGES SUGGESTED.

That the various road-masters or other officers having charge of bridges being held by the railroad companies responsible for the safety of bridges thereof be required to report quarterly to the Commission the exact condition of each bridge along the line, or portion thereof under his charge, noting particularly any defect either apparent or found after careful inspection, stating the age of wooden structures and also any evidences of decay and waste found in reference to structures. That immediately upon the reception of such reports shall be the duty of the Commissioners to carefully examine such reports, and to examine at once, either in person or by experts to be employed by said Commissioners and paid out of the fund provided in section 8, all bridges reported in any manner defective. That if after such examination the Commissioners deem any bridge unsafe they shall notify the railroad company at once of their opinion, and it shall be the duty of said railroad company to repair and put said bridge in good order within ten days after receiving said notice. That if after receiving such notice the railroad shall fail, within the said ten days, to repair and put such bridge in good order, it shall be the duty of the Railroad Commissioners in the name of the State to file an information against the railroad company so in default, in any district or circuit court of the State which they may select, and that upon the filing of said information a writ of injunction shall issue enjoining and forbidding said railroad company from running or passing its trains over said bridge while in its unsafe condition. That such Commissioners may employ counsel for the preparation and filing of said information to be paid a reasonable sum to be allowed and taxed as costs against such railroad company. That said injunction may only be dissolved by the court upon presentation of satisfactory evidence to the court that the bridge in question has been repaired and made safe.

ACTION OF COMMISSIONERS UNDER THE LAW AS TO BRIDGES.

Having suggested the difficulties and what seem to us to be the imperfections of the present law as to bridges, we have to report that we have so far as in our power obeyed the law. We have through some one of our number personally inspected all the principal or larger structures in the state. Wherever we have found defects we have called the attention of the company thereto. We have received informal and even anonymous information in regard to bridges and in every such case some one of our number personally inspected the bridge complained of, and the company itself has been required to make particular and detailed report of the structure and its approaches. It gives us great pleasure to report that in every case where we have felt it to be our duty to call the attention of the companies to defects in bridges, they have responded cheerfully, and promptly repaired and strengthened the same.

RECOMMENDATION AS TO COLLECTION OF PENALTIES IMPOSED. !

With reference to section 5, providing for a penalty of one hundred dollars for each day's willful delay or refusal to furnish reports to the Board from railroad companies, we suggest that the Board should be required to report said delinquency to the Governor, and that he be required to proceed at once to collect the penalty upon the reception of the report of delinquency.

Very soon after the organization of the Board we were called upon to construe section 10 of the act with regard to connecting roads, and their duties in relation to each other, and have heretofore set forth our opinion in relation thereto as embodied in our remarks upon the case of the Keokuk & Des Moines Railway against the Des Moines & Fort Dodge Railroad.

Certain matters of difference between the Consolidation Coal Company, the Excelsior Coal Company, the Hickory Grove Coal Company, and the Receiver of the Central Railroad of Iowa were, by agreement submitted to the Board for its advice and decision, and the result of our investigations is fully set forth in our opinion, which is here set out.

OPINION AS TO A COAL CONTRACT, LATERAL ROADS, AND COAL
DISTRIBUTION.

On the 17th of May, 1878, H. W. McNeil, General Superintendent of the Consolidation Coal Company, addressed a communication to the Commissioners stating that on the 5th day of April, A. D., 1878, H. J. B. Grinnell, Receiver of the Central Railroad of Iowa, executed contract with the Consolidation Coal Company, of which the following is an exact copy:

MEMORANDUM.

MARSHALLTOWN, IOWA, April 5, 1878.

It is proposed to make a general arrangement between the Central Railroad Company of Iowa and the Consolidation Coal Company to adjust coal rates as to freights and arrive at a basis to sell on at all points and settle rates on coal supplying the different railroad companies. The present rates on coal to private parties and the present freight rates on the same shall be the first basis.

First—When any cut is necessary to take the business at a point, both parties shall reduce *pro rata* until the coal company reaches \$1.35 per ton, then the railroad company shall cut down freight rates until they reach three-fourths of one cent per ton per mile for one hundred miles or over, then both parties shall again reduce *pro rata*.

Second—The coal company agrees to supply coal to the Central Railroad for its own use at not to exceed \$1.30 per ton.

Third—The coal company shall if necessary cut from \$1.50–1.00 to \$1.35–1.00 per ton on coal going to the Chicago, Milwaukee & St. Paul Railroad, and M. Railroad Company, for their own use, the Central to then make such a rate as will take the trade.

Fourth—As to the point of protection of the coal company against the unreasonable, undesirable opposition of small and desultory miners, the railroad company agrees that it will not extend any rate to them below those now existing, and will generally encourage and protect the Consolidation Coal Company where such action will not conflict with existing laws, the consideration being that the coal company furnishes at all times all the coal demanded.

E. CLARK, President C. C. Co.

J. B. GRINNELL, Receiver C. R. R. of I.

And submitted to the commissioners for their decision the question whether the fourth clause is legal.

On the 15th day of June, 1878, the Commissioners notified H. W. McNeil, General Superintendent, and Major H. L. Morrill, then Receiver of the Central Railroad Company, and Hon. H. W. Gleason, attorney for the Excelsior Coal Company and the Hickory Grove Coal Company, which companies the Board had been advised were adversely interested, that the Commissioners would be ready to hear said case on the 12th day of July, A. D., 1878.

On the 9th of July and at subsequent times Crookham & Gleason, attorneys for the Excelsior and Hickory Grove Coal Companies, filed statements alleging—

That the Excelsior Coal Company owns and operates a coal mine in section No. one, town seventy-five, range sixteen west, being 180 acres of coal land, and a shaft, and also 8,400 feet of railroad track connecting said mines with the Central Railroad of Iowa;

That they have large quantities of good coal, and if not hindered by

discrimination they can run their mine to its full capacity during the coal season;

That the market for the coal lies northward, and the Central Railroad is the only line over which said coal can pass to market;

That the three mines of the Consolidation Coal Company are the Mahaska, the Muchakinock, and the Black Diamond mines;

That the Receiver of the Central Railroad refuses to haul coal over the Excelsior Company's switch, which is 8,400 feet in length, unless the coal company pays 25 cents per ton for such haul in addition to regular rates;

That the Central Railroad Company owns the Muchakinock track and hauls without charge over that track, as also the Black Diamond track, and keeps them in repair;

That the Central Railroad Company refused to build the Excelsior Company's switch, and they themselves built it;

That the Mahaska County Coal Company's switch is the private property of said company, but the Central Railroad Company hauls over the same without extra charge, and maintains and keeps it in repair;

That the Mahaska County Coal Company's switch has a heavier grade than the Excelsior switch and is longer; and

That the Central Railroad of Iowa thereby discriminates against the Excelsior Company;

And they asked that the contract with J. B. Grinnell, Receiver, be declared void, and that the Central Railroad Company be required to operate said switch of the Excelsior Company, and to charge said company the same or equal rates with other companies.

By subsequent amendment it was alleged—

That the Excelsior Company built its switch with the consent of the managers of the Central Railroad of Iowa, and it was commenced under a contract with said Central Railroad that the same should be operated as a switch;

That the Central Railroad Company made connection with said switch with full knowledge that it was to be used as a switch of said railroad company;

That said switch is, in fact, a part of the line of the Central Railroad of Iowa; and

That no compensation is paid by the Consolidation Coal Company for operation of the Mahaska County Coal Company's switch.

The same attorneys, for Hickory Grove Coal Company, allege—

That said coal company is situated in Monroe county, Iowa, about three and one half miles south of the Black Diamond mine, and is on the line of the Central Railroad of Iowa and connected by a switch owned by said company;

That under the contract with the Consolidation Coal Company the Central Railroad is charging 15 cents per ton more than from the Black Diamond Coal mine, only three and one half miles nearer market; and

That said company has a contract to deliver 1,500 car-loads of coal to roads north and for the execution of which the Central Railroad of Iowa furnishes the only route, and asks that the contract of the Consolidation Coal Company be declared void and a just rate fixed for shipment over the Central Railroad of Iowa.

On the 25th of July, A. D., 1878, H. L. Morrill, Receiver and General Superintendent of the Central Railroad of Iowa, addressed a communication to the Board saying that he desired the advice of the Board on the following questions, namely:—

A rule for fair distribution of empty cars daily to the several coal companies.

Whether rates to each should be equal without regard to tonnage, or whether a continuance of a contract between his predecessor and the Consolidation Coal Company should be allowed, or what substitute if any?

He further added that he did not deem it necessary to present any argument for the railroad company, as the result was to it immaterial if it could only have a fair and just basis with harmony of working.

The case was finally submitted to the Commissioners on the 29th day of August, 1878.

We cannot look upon the contract with the Consolidation Coal Company in any other way than a contract clearly against public policy and as clearly prohibited by the express terms of the law in full force at the time of the making of the contract. Its general purpose is, as stated by the contracting parties, to arrive at a basis to sell coal at all points and settle rates. It does not seem to us that the parties to this contract have any such power. Certainly they have no right in this manner to settle prices. By the very first stipulation the Central Railroad of Iowa, so far as its Receiver could do so, binds itself to become a partner and abettor of the Consolidation Coal Company so far as to cut down its rates of freight as low as three-fourths of a cent per ton per mile for one hundred miles and over if necessary, and as we understand the last clause the railroad company is to put its rates still lower if necessary to carry out the purpose. We are utterly at a loss to see how such an agreement is consistent with the duties a receiver owes to the creditors of the road, and believe such a contract can never receive the approval of the court whose officer and appointee the Receiver is.

The third stipulation is, that if necessary to supply two railroads the coal company will reduce the price of coal from \$1.50 to \$1.35 per ton for the coal used by said companies, and then the Receiver binds the company to "make such a rate as will take the trade." It cannot in our view be possible that such a stipulation can be approved.

But the fourth stipulation is still more reprehensible. It stipulates that to protect the Consolidation Coal Company against (we here quote the contract) "the unreasonable, undesirable opposition of small and desultory miners," the railroad company agrees not to "extend any rate to them below those now existing, and will generally encourage and protect the Consolidation Coal Company, where such action will not conflict with existing laws, the consideration being that the Coal Company furnishes at all times all the coal demanded."

Disputing absolutely the jurisdiction of the contracting parties in this case to decide that the efforts of small and desultory miners are unreasonable and undesirable, we are also very sure that a contract which binds a railroad company to hold existing rates up to present mark for them, and to go as low on rates as three-fourths of a cent per ton per mile for one hundred miles and over for it, and still lower if necessary, is so clearly a contract against public policy, even if its ob-

ject should be to get all the coal the public shall demand, and if its purpose should be coupled with the stipulation that such things shall be done so as not to violate existing laws, that it cannot in any manner be approved. We feel sure such a stipulation is impossible, and we can hardly understand how those who made the contract could suppose it possible. To our minds the contract is one for illegal discrimination, and we do not hesitate to say to the Receiver, since he has asked our advice in relation thereto, that we do not think he ought to feel bound by any of its stipulations. It is urged by the Consolidation Coal Company that it has invested large amounts and thereby fitted and enabled itself to fully supply the market, or at least to furnish all the coal for which the Central Railroad can furnish transportation. If this be true, such a company can have little reason to fear the competitive struggles of other mining companies, and the way of such a company to prosperity is through open competition and not as a hedged monopoly. It is through competition and open avenues for trade that the public good is advanced. No limitations or restrictions ought to be placed on the humblest worker in advancing the coal interest of Iowa to a front place in supplying coal both in this and all the neighboring states. And this is both the letter and spirit of the law under which we act, and by the terms of which we are called upon to inquire and advise.

DISTRIBUTION OF CARS.

In answering the question of the Receiver of the Central Railroad as to what rule should govern in the distribution of cars, we are well aware of the difficulty of laying down any rule in general terms which will in each case do exact justice. The discharge of the duty of distribution involves so much and such an exact knowledge of detail, that it is hard to lay down any rule. Certain general propositions may, however, be made. Whenever able to do so every railroad company should have cars sufficient for the transaction of the ordinary business of the road. If at certain seasons of the year there is, as in the coal trade, a great demand for cars of a certain character, it is the duty of the railroad company to have a sufficient number of cars to supply the ordinary demand. The ordinary demand of each station on the line of the road ought to be supplied, and the ordinary demand of known and established shippers at each station for cars should be supplied. An extraordinary demand at stations and by shippers resulting from a periodical influx of business should be met by a pro-rata distribution of cars, and this should be made both as to stations and shippers. To illustrate our idea: if at a given station there are two shippers, one of whom demands ordinarily in his business one hundred cars per month, and another who demands ordinarily in his business ten cars per month, and there should from any cause be an inability to fully supply the increased demands of the two shippers, the distribution of cars to the shippers should be in the proportion of ten to one.

OPERATION OF A LATERAL RAILWAY.

Can the Central Railroad of Iowa be required to operate the switch of the Excelsior Coal Company? The evidence shows this switch was built by the Excelsior Coal Company. Its connection with the Central Railroad Company was effected by virtue of the requirements of section 1292 of the code of 1873, which provides "any railway corporation operating a railway in this state, shall, upon request, permit the railway operated by any other company to be connected therewith and shall draw over its railway the cars of the connecting railway at reasonable terms and for a compensation not exceeding its ordinary rates."

The Excelsior Company under provisions of chapter 34, Acts of the Fifteenth General Assembly, approved March 18th, 1874, instituted proceedings for the condemnation of right of way for their line. These proceedings were resisted by certain owners of land sought to be taken thereby, and it was urged that this line of road was in no sense a public way. The case has been decided by the Supreme Court of the State, though not yet reported. We have been permitted to inspect the record, and if we correctly understand the decision it is that the condemnation of lands under the act of 1874 makes the line a public way and imposes upon those operating it corresponding public duties. It must, we think, be regarded as a lateral road owned by the Excelsior Company, independent of and in no way controlled by the Central Railroad. Counsel cited some cases in which the Supreme Court of Illinois held that a switch operated and used by a railroad became by such operation and use a part of the road, so that the railroad company was required to deliver grain consigned thereto at a warehouse or elevator situated on the switch, but in subsequent cases the court changed their ruling was that a railroad company must deliver grain to a warehouse or elevator which it had allowed by a switch to be connected with its main line. But there is to our minds a wide difference between a side-track and switches, as in that case, and a lateral road owned by the Excelsior company as in this case. We cannot conceive of any obligation being imposed upon a railroad company to maintain and operate any other line than its main line, switches, and sidings, and if it can be required to maintain and operate a line belonging to another two miles in length it might with equal propriety be required to operate one hundred miles in length, and surely no one can maintain this proposition.

The affidavit of Mr. Bentley states that the Excelsior Coal Company owns a tract of land in Mahaska county on which their mines are situated; that the mines are now capable of furnishing for shipment by rail, eight cars per day, and are being increased in capacity at the rate of two cars per week, until their capacity reaches 35 to 40 cars per day; that the Excelsior Company owns a railway to their mines connected by a switch with the Central Railroad of Iowa 8,400 feet long; that the market for coal mined in Mahaska county and shipped by rail is entirely North; that the company has contracts, and a market for all the coal it can mine during the coal season.

The company presents a map attached to the petition upon which Mr. Bentley swears the distances are correctly shown, from the different coal mines to the central track. From this map it appears that

the track of the Mahaska County Coal Company is the farthest north of the mines connecting with the Central Railroad track by rail; that the Excelsior reaches it 8,200, the Muchakinock 16,500; the Black Diamond 66,000, and the Hickory Grove 93,150 feet south of the Mahaska County Coal Company's switch. The grade of the road is practically level, or at least without any descent or ascent sufficient to affect the cost of operation from the Mahaska County Coal track to that of the Black Diamond. From the pleadings we infer that the charge for hauling coal north is the same from these four mines. From this statement of the case it would seem that the railroad company may fairly, and without discrimination, fix the rates of transportation from the Mahaska County, Excelsior, and Muchakinock mines at the same rate, as the latter furnishes at present much the largest amount of coal for transportation. In the economy of the management of the road, handling cars, and the use of motive power, the work might be more cheaply done, if all the coal were shipped from that point, though farther than the other two. This rule will not hold good with the Black Diamond and Hickory Grove mines, both of which are south of the Des Moines river. It is plain that there is a discrimination in rate in favor of the Black Diamond Company, which is 66,500 feet south of the Mahaska County, and against the Hickory Grove, which is 93,150 feet south of the same mine. The former, doing a smaller business, is not subject to the same rule that govern, the Muchakinock, and the latter, although considerably up the grade going south, yet for all coal traffic has the grade in its favor. In our judgment these mines should pay a reasonable rate per ton per mile on the respective distances of each from the switches of the Mahaska County Coal Company's mines. These mines are neither of them at present very large producers, but are practically the main business of the road from Ed-dyville to Albia, a road that crosses the Des Moines river, and is expensive to maintain. While every possible facility should be furnished these mines to ship their products, they are from their location not so favorably situated, and a reasonable charge for the extra haulage can work them no injustice. We would suggest that a rate, averaging for the additional miles of haulage about the same as charged the other mines for through business, would be equitable.

We have fixed the point where the switches are located in main line, as the point to calculate rates from. If there should be merely sidings at which the cars are taken, no extra charge should be made for handling cars, but where there is a spur track, as in the case of the Mahaska County and the Excelsior Coal Companies, of more than a mile and one half each, owned by themselves, if the railroad company see fit to operate them, it is entitled to a reasonable compensation; or as in the case of the Muchakinock mines, where the spur track is more than three miles, built and maintained by the railroad company, it is bound to operate it, and is certainly entitled to compensation for haulage on that distance. A charge in one case and a failure to charge in the other would certainly be discrimination under the law. That the company might settle an old unpaid claim for overcharges, as in the case of the Mahaska County and the Muchakinock Coal Companies, by an allowance of a certain amount per car, credited on the claim until paid, is proper. Of this we have no evidence before us except the simple

statement furnished incidentally by Mr. McNeil, and the contract, and therefore do not feel called upon to determine the value of the claim. The fact that suit was brought personally against the Receiver, and not the company, does not alter the case if there was a just claim for overcharge under the old law.

We have not overlooked the argument of counsel with regard to the proper construction of section 11 of the act creating the Board of Railroad Commissioners as to the car-load being the unit for calculation of proper and equal charges, but in view of the very great difficulty in our minds in giving that section a clear construction as connected with certain principles which govern as to wholesale and retail dealing, and have become almost axioms in business circles, and the fact that we believe we have reached a solution of the questions in the case without attempting it, we deem it wise to refrain from any attempt at construing said section, except so far as may be indicated by our holdings in this case.

It will be observed that in passing upon the questions involved in the above case, it became necessary to discuss the meaning of section 11 of the act.

THE TRUE MEANING OF SECTION ELEVEN OF THE ACT.

One question of difficulty as to the meaning of said section was suggested in the hearing of the above case.

It will be observed that by the terms of said section it is provided that "all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies, and corporations alike, at the same rate per ton per mile by car-load, upon like condition and under similar circumstances, unless by reason of the extra cost of transportation per car-load, from a different point, the same would be unreasonable and inequitable."

Upon the argument of the case it was urged by counsel representing the Excelsior and Hickory Grove Coal Companies that by the terms above quoted the legislature had fixed the car-load per ton per mile as the unit for fixing rates, and that no other circumstance was intended to, or could under the law, change that basis for calculation of charges "except the extra cost of transportation from a different point;" that the principle which governs and has always governed the business world, with regard to wholesale and retail transactions, cannot be applied in Iowa in the operation of railroads; that the shipper living one hundred miles from a given market who ships one thousand cars per year, is, under the terms of the law, to have no other and better rate than he who ships from the same point to the same market one single car-load per year; that the terms "upon like condition and

“under similar circumstances” are, though limiting words, in their turn limited by the words “unless by reason of the extra cost of transportation,” etc.

It may be seen that this view and construction of the act, although startling when contemplated as to results, is, to say the least of it, plausible, and possibly the view intended by the legislature. With reference thereto we said in the decision above set forth:

“We have not overlooked the argument of counsel with regard to the proper construction of section 11 of the act creating the Board of Railroad Commissioners as to the car-load being the unit for calculation of proper and equal charges, but in view of the very great difficulty in our minds in giving that section a clear construction as connected with certain principles which govern as to wholesale and retail dealing, and have become almost axioms in business circles, and the fact that we believe we have reached a solution of the questions in the case without attempting it, we deem it wise to refrain from any attempt at construing said section, except so far as may be indicated by our holdings in this case.”

Nothing can be more clear than that unjust discrimination is forbidden by the law, and we would not hesitate a moment, when called upon to do so, to express our opinion in every case presented. But if a case should be brought to our consideration in which the only element of discrimination should be such different treatment and consideration towards two different dealers or shippers, the one shipping and dealing so largely as to be properly termed a wholesale dealer and shipper, the other being an occasional and retail dealer and shipper, we would not feel justified in condemning such conduct as unjust discrimination.

A grocer has sugar and a railroad company has transportation to sell. As it is conceded that he who buys sugar by the car-load may and ought to have different terms from the dealer who buys only by the barrel and at rare intervals, we cannot believe that there is any unjust discrimination in allowing more favorable terms and rates to a large or wholesale dealer with the railroad company, than to a small or retail dealer. The meaning of the law seems to us to be that all wholesale dealers, under similar circumstances and conditions, shall be treated alike, and that all retail dealers under similar circumstances and conditions shall be treated alike; that no favorites are to be known by, the companies; no monopolies are to be built up, countenanced, or allowed by them; but that the general business rules which govern all the world in all other relations, shall also govern the railroad companies in all their relations to the public. If, however, it was indeed the intention of the law making power to introduce a new rule of action for the

railroad companies which shall lead to results so startling as the violation of the rules of treatment above referred to, we respectfully submit that such will and intention should be expressed in such unanimous terms as may at least enable the Board, when called upon to answer upon such question—to give as an unanswerable reason for their being—"Thus saith the law."

CASE UNDER SECTION FIFTEEN.

But one case has been presented under the provisions of section fifteen. Certain citizens of Lehigh made complaint against the Crook Creek Railroad Company, operating a new narrow-gauge road situated in Webster county, about eight miles in length and leading from Lehigh to Judd.

The Board visited the locality and informally heard the statements of the complainants, as also the explanatory or contradictory statements of the manager of the road. Finding that the question involved was whether the rates charged and the manner of operating the road were reasonable under all the circumstances, and finding farther that the operating expenses of the road exceeded its earnings twenty-two per cent., the complainants were required to furnish evidence of the unreasonableness and exorbitance of the rates charged. Up to the time of filing this report they have failed to do so, and no action in consequence has been taken in the case.

WITHDRAWAL OF THE CASE OF THE TOLEDO, PEORIA & WARSAW RAILWAY *vs.* BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

On the fifth day of July, A. D. 1878, the Toledo, Peoria & Warsaw Railway laid before us a complaint against the Burlington, Cedar Rapids & Northern Railway, alleging that they were connecting roads and charging that the latter road discriminated against the Toledo, Peoria & Warsaw Railway and in favor of the Chicago, Burlington & Quincy Railroad.

Notice and copy of complaint were forwarded to the General Manager of the Burlington, Cedar Rapids & Northern Railway, and on the 8th day of August, A. D., 1878, his reply was filed as follows:

B., C. & N. RAILWAY COMPANY, }
OFFICE OF VICE PRESIDENT AND GENERAL MANAGER, }
CEDAR RAPIDS, IOWA, Aug. 8, 1878. }

J. S. CAMERON, ESQ., *Secretary of the Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR:—I am in receipt of your communication of July 25th, with inclosed copy of complaint made by Mr. A. L. Hopkins, Receiver of the Toledo, Peoria & Warsaw Railway, and respectfully submit in reply thereto the following statement :

First—The said T. P. & W. Railway has no corporate existence in the state of Iowa. It has no railway tracks connecting with those of this company at Burlington, or elsewhere.

Second—It does not report to the state authorities at Des Moines, nor does it pay taxes upon property under the state assessment (see assessed valuation of railroad property in the state of Iowa, as fixed by the Executive Council of the state, March 5th, 1878).

Third—It owns no track connecting with the bridge over the Mississippi river at Burlington, and has no legal right to run over that bridge. It is permitted to do business in Burlington by the courtesy of the Chicago, Burlington & Quincy Railroad Company, or because it is, at this time, of interest to the latter company that the privileges be granted.

Fourth—These privileges may be recalled at any time. At one or more times, the T., P. & W. Railway has, of its own volition, wholly ceased to do any business, into or out of Burlington, and it may again do that at any time.

Fifth—It is suggested that chapter 77 of the Laws of the Seventeenth General Assembly applies only to Iowa corporations, or to such as have franchise rights in this state, and operate railroads therein. It seems to me any variation from or enlargement of this rule will bring endless complications and give rise to great difficulties in the exercise of the privileges bestowed upon Iowa corporations, and for which they are amenable to the laws of the State. We do not believe we have, in any manner, violated any provision of the law, in making traffic arrangements with the Chicago, Burlington & Quincy Railroad Company. This latter company has a legal and corporate existence in this state by virtue of its interests in the Burlington & Missouri River Railroad. It owns and operates all the tracks of standard gauge connecting with ours and the bridge at Burlington.

Sixth—This company has a traffic contract made in January, 1878, with the Chicago, Burlington & Quincy Railroad Company, under which a large amount of business is done, and much of it for points which the T., P. & W. Railway cannot take that or any other traffic on anything like equal terms. In the mutual interchange of a traffic, covering so large an area of territory in and out of this state, there are, as is obvious, many advantages to the contracting parties and to the public. In the transaction of this business it will be impossible not to exclude the T., P. & W. Railway from some traffic which it might get if no such comprehensive and beneficial contract was in existence, but the public are greatly the gainers on the whole.

Seventh—In the course of traffic and in the exercise of the ordinary usages and of true economy, we try to load cars both ways, and, if we were to comply with the requests of the T., P. & W. management on each and every occasion, we would ignore common custom and haul cars empty both ways, for which we would receive no compensation and, at the same time, pay mileage. I am confident it is not the intention of law or of the Honorable Commissioners to force us to utterly disregard the interests of this company, and of the public, in the matter of empty haul.

Eighth—Should I be mistaken as to the intention of the law and as to the views of the Honorable Commissioners in this last, I would be glad to have them indicate at what rate per mile we should haul empties; when complaints like the one we are now considering may be avoided.

Ninth—We receive T., P. & W. cars daily, and make it a rule not to return them empty. We admit that we do not haul them north empty, as we always have other cars at stations in which we can forward any traffic. We also admit that we do not load our cars for Peoria or Chicago to go *via* that railway. Since the present control of our railway the T., P. & W. Railway has had a perfectly fair chance, considering our interests and our business; and the increase of tonnage interchanged is *very many* times greater than before I came here. I have repeatedly told Mr. Hopkins that he was not reasonable in his demands and not satisfied with a fair share. He has not always treated our interests as considerately.

Tenth—I respectfully refer you to letters hereto attached and marked "A" & "B;" and I deny that any discrimination, as intended to be covered by the statutes, has been made against that railway or any shipper.

Finally—I deny that any discrimination whatever was made as alleged at West Branch, and that while we may have declined at Vinton to furnish a T., P. & W. car it was because we could and did afford to the shipper as good facilities and rates to Peoria as could have been secured had his grain, in that one instance, gone via the T., P. & W. Railway.

Very respectfully submitted,

E. F. WINSLOW,
V. P. and Gen'l M'ng'r.

The Board then called for evidence to substantiate the respective allegations and denials which was furnished by the B., C. R. & N. Railway on the 30th day of September, A. D. 1878.

The T., P. & W. Ry. Co. was called upon a time second to furnish such evidence, and on the 24th day of October, A. D., 1878, the following letter was received :

PEORIA, ILLS., Oct. 24, 1878.

J. S. CAMERON, ESQ., *Sec. Board of R. R. Commissioners, Des Moines, Iowa:*

DEAR SIR:—Your esteemed favor of the 15th inst., in reference to

the matter of the complaint of the T., P. & W. against the B., C. R. & N. Ry. Co. for unjust discrimination, came duly to hand.

We have taken time to submit the matter to our client, Maj. A. L. Hopkins, who has had the matter under consideration. We have just received a letter from him, at Toledo, in which he states, that for certain reasons he thinks it not advisable to follow up the complaint any further at present. He thinks we can stand it if they can, and suggests further explanation when he sees us.

Personally we regret this decision of Mr. Hopkins. We had carefully prepared a reply to the answer of Gen. Winslow, together with certain proofs, and we feel as if we made a perfectly good case against that company. We can see nothing in the law or facts, and nothing in justice or fairness, to justify the course taken by the B., C. R. & N. and the C., B. & Q. companies, and we very much desired to have the matter fully presented to your honorable board for consideration.

If we can get the consent of our folks to do so, we will send you a copy of the paper prepared by us. We had it printed so as to be easily read and understood.

We are, very truly,

Your obedient servants,

CRATTY BROS. & ULBICH.

By reason of such withdrawal, no decision was ever made by the board in relation to the questions presented in the foregoing case.

We are pleased to be able to report that all decisions made by the Commissioners have been cheerfully complied with, and that thereby we are relieved from any necessity of reporting any failure to comply with recommendations made by us in such decisions.

Not only is this true, but recommendations made by the Commissioners by circular or letter, or in other informal manner, have in every instance been courteously received by the several railroad companies to which they were addressed, and so far as we are advised have been cheerfully and substantially observed.

We indulge the hope that this friendly spirit of co-operation on the part of the railroad companies may continue, as it aids materially in the success of the system.

COMPILATION OF LAWS AND DECISIONS.

We have further to report that very soon after our organization, by order of the Board, one of our number was directed to undertake a compilation of the laws of the state with reference to railroads.

The result of his labors is herewith presented in the Appendix, and is divided into three parts.

Part One presents the different acts of the legislature upon railroad matters viewed chronologically. Most of the acts are set forth in full.

Some of them, by reason of their great length, have been paraphrased, but it has been intended to set forth every expression of the legislative will upon the subject, in order of time, that the growth and change of public sentiment may be noted.

Part Two presents the law as it now stands relating to railroads. In this part has also been presented the law relating to corporations for pecuniary profit, and condemnation of right of way through lands of individuals.

Part Three sets forth briefly the various decisions of the Supreme Court upon the subject of railroad corporations for pecuniary profit and eminent domain or right of way, so far as they seem to relate to railroads.

It is hoped that this collection and compilation may be found of value to the public generally, to the railroad companies, and particularly to members of the legislature, who may at a glance obtain that information which could otherwise be obtained only by turning many pages, and by the use of valuable time needed for other duties.

We are oppressed with fears that we may have overlooked or misapprehended much in this compilation, but any errors which have crept in will, when discovered by us or pointed out by others, be corrected hereafter.

SOME AMENDMENTS SUGGESTED.

We desire to call attention to some provisions of the existing law which seem to us might probably be changed or amended to make the whole body of railroad law in the State more harmonious and complete.

Section 1280, Code of 1873, requires each railroad corporation annually under the oath of its president to make a report to the Secretary of State, to be by him forwarded to the General Assembly.

As section 5, chapter 77, of the laws of the Seventeenth General Assembly provides for a full report to the Board, we respectfully recommend the repeal of section 1280 of the Code, as also sections 1281 and 1282.

Sections 1293, 1294, and 1295, provide for special commissioners. We respectfully suggest and recommend that the duties therein required, might now be required of the Board of Railroad Commissioners, and that instead of an action in court, as provided for in section 1293, the first application by the road aggrieved should be to the Railroad Commissioners, reserving, if thought best, the right of review of

the decision of the Commissioners by the Supreme Court upon the petition of the company deeming itself aggrieved.

Section 1303 requires the corporation constructing a new railroad to report to the next General Assembly the total cost thereof, specifying the amount expended for construction, engines, cars, &c., &c. We respectfully recommend that this section be so changed as to require the report to be made to the Board of Railroad Commissioners. Section 1318, treating of the subject of taxation, requires the several companies to report to the Executive Council on or before February 15th of each year. We respectfully recommend the repeal of the above section, and that the Board of Railroad Commissioners be required to furnish to the Executive Council the necessary facts as found by the reports of the several railroad companies in its office, to enable the Executive Council to assess the roads.

We further respectfully recommend that the legislature provide by law that the actual and necessary traveling and other expenses incurred by the Commissioners, in discharge of the duties imposed upon them by the law and for which vouchers shall be rendered, be allowed; and that it be specially provided that each railroad company in Iowa shall furnish transportation over its own road, without expense to the state, for the Commissioners and their Secretary or any person acting under their direction.

COLLECTION OF FACTS, DATA, AND STATISTICS IN ONE OFFICE.

The above suggestions are made with the view of simplifying and rendering harmonious the railroad laws of the state. It seems wise that all reports, facts, statistics, and data with regard to railroad matters should be gathered and found in one office, and under the control of that Board which under the law is to have general supervision of all the railroads in the state.

RAILROAD RETURNS.

THEIR INCOMPLETENESS AS REPORTED BY THE SEVERAL COMPANIES.

The Commissioners have been delayed by the failure of a number of the companies to send in their reports in the time required by the law. Some of them after they were received were found to be meager and unsatisfactory. Their method of keeping accounts seemed to enable them to answer only a portion of the inquiries, so that the statistics are necessarily incomplete, and some of them arrived at by an estimate, but it is believed that they very nearly represent the actual condition of the roads.

If any of the deductions from the tables show incorrect results, the officers of the companies must bear the responsibility, as the Commissioners have exercised every care in their power to make them correct, and could only have failed where the information asked for was wholly or in part withheld.

The details required were new alike to the railroad officers and the Commissioners. It is hoped however that the recent convention of Railroad Commissioners at Columbus has placed the method of keeping accounts in such hands that some plan will be matured, satisfactory to all parties, which will enable the railroad managers to furnish everything necessary for the future and at the same time give uniformity to the reports of all the states. An illustration of the difficulty is found in the returns of companies, representing a large capital, that have more road in other states, whose returns of capital stock, indebtedness, earnings, and expenses for their entire line is made without attempting to apportion any part to Iowa. The Chicago & Northwestern company owns only eight and one-half miles of road in the state, but bases its returns on sixteen hundred and fifty-seven miles that it operates. The Chicago, Milwaukee & St. Paul owns two hundred and forty-eight miles in the state, while its returns represent the earnings of fourteen hundred and twelve miles.

CAPITAL STOCK.

From the returns the Commissioners have estimated, as the amount properly belonging to the forty-one hundred and fifty-seven miles of railroad in Iowa, a capital stock of \$88,857,365.95, or \$21,375 per

mile. Of this large amount but \$1,515,565.29 is held by parties living in the state. The total number of stockholders is 7,799, the number in the state 1,328, the people of the state having but little more than a nominal representation in the ownership of the Iowa roads.

DEBT.

The aggregate debt of the roads in Iowa, as we estimate, is \$64,744,418.52. Of this \$3,401,651.19 is unfunded or floating debt. The balance or bonded debt is \$61,342,767.33, or an average indebtedness of \$15,574.80 per mile.

STOCK AND DEBT.

The stock and debt amount to the sum of \$153,601,784.47, or \$36,949.80 for every mile of road. The Des Moines and Fort Dodge represents in capital and indebtedness \$70,849 per mile. This is the highest reported. The Iowa Midland represents \$21,786.55, this being one of the lowest of the completed standard gauge roads. The two roads were built about the same time, each over a favorable and not expensive route, and probably actually cost about the same, which at a liberal price would be the latter amount, with the addition required for equipment. If the Iowa roads are not remunerative to their owners, one reason for it is here plainly assigned. They represent largely more in capital than they would, had they been economically built.

Four narrow-gauge roads are reported as having capital and debt as follows, per mile :

Burlington & Northwestern.....	\$5,779
Des Moines & Minneapolis.....	8,600
Crooked Creek.....	8,925
Waukon & Mississippi.....	6,748

These returns show a much less expenditure per mile than the standard gauge, and a comparison would seem to demonstrate in part what is claimed for them. The roads however are cheaply built; in fact far from being finished, have very little equipment, and the mechanical structures are temporary. The Fort Dodge & Fort Ridgely is the only other road in the state that will compare with them. It has the standard gauge, the rails are thirty pounds to the yard, the machinery light. Its cost per mile is reported at \$6,456. The managers claim that they can operate it as cheaply as the narrow-gauge, that they have built it at about the same cost, and that for the same amount of

business it is fully as well adapted as the narrow-gauge roads, while with connecting lines the cost of reshipment and rehandling is saved.

COST OF ROADS.

The table representing the cost of the roads is very incomplete ; (the records of the main through lines were destroyed in the Chicago fire ;) and at best it is mainly a repetition of the capital and debt as shown on the books of the companies. It is doubtful whether reliable information can ever be obtained.

COST OF EQUIPMENT.

The cost of equipment per mile varies with the amount of business. The roads reporting it separately are

The Chicago, Burlington & Quincy, per mile	\$5,829.00
The Chicago & Northwestern, per mile.....	6,922.00
The Chicago, Clinton, Dubuque & Minnesota, per mile.....	2,643.00
The Dubuque Southwestern, per mile.....	736.00
The Fort Dodge & Fort Ridgely, per mile.....	824.00
The Missouri, Iowa & Nebraska, per mile.....	1,668 62
The Burlington & Northwestern, per mile.....	954.00
The Des Moines & Minneapolis, per mile.....	853.00
The Crooked Creek, per mile.....	1,555.00

The observation of the Commissioners, in a somewhat extended examination of the roads, leads them to believe that with the exception of the three roads connecting with the Union Pacific at Council Bluffs, an equipment of \$4,000 per mile would be sufficient to do all the business that now offers, or probably will offer soon; that in fact this amount is in excess of the equipment charges; that the construction accounts have not been greatly enlarged for equipment; and that we must look elsewhere for the expenditures that have made the cost of the roads so great.

GROSS EARNINGS.

The entire earnings of the Iowa railroads are, assuming the pro rata of through lines, for the number of miles to the whole length:

Passengers, mail, and express.....	\$ 5,178,624.02
Freight and miscellaneous	15,535,872.05
Total.....	<u>\$20,714,496.07</u>

Passenger earnings are about 25 per cent. and freight earnings are about 75 per cent. of the whole. The earnings from passenger trains, per train mile run, vary from \$1.62 on the C., M. & St. P., \$1.38 on the C. & N. W., and \$1.29 on the C., R. I. & P., to \$0.77 on the S. C. & Pacific, and \$0.56 on the M., I. & N. The earnings from freight trains per mile run, vary from \$3.54 on the S. C. & Pembina to \$1.09 on the Iowa Midland. The C., M. & St. P. earned \$1.77; the C. & N. W., \$1.77; the C., R. I. P., \$1.32; the B., C. R. & N., \$2.43; the Central of Iowa, \$1.92, and the K. & D. M., \$1.78.

The inter-state commerce only pays a pro rata of the through rate to the seaboard, which of necessity is lower than the local rate, owing to the fact that no Western produce could be carried through if required to pay what would be reasonable local rates.

OPERATING EXPENSES.

The total operating expenses of the roads in the state are \$12,565,950.33, varying from \$1.44, per train mile run, on the S. C. & Pembina, to \$0.73 on the C., R. I. P. The difference between operating expenses and earnings is \$8,148,545.74. The expenses of six roads exceed their gross earnings:

The Iowa Midland costs to operate above its gross earnings...	34 per cent.
The Missouri, Iowa & Nebraska	3 per cent.
St. Louis, Ottumwa & Cedar Rapids.....	30 per cent.
Sabula, Ackley & Dakota	25 per cent.
Burlington & Southwestern.....	5 per cent.
Crooked Creek.....	22 per cent.

Five of these roads run in a region where competition is very strong, and probably need extension to give them business. The last, a narrow-gauge, is short; in fact none of the narrow-gauge roads in Iowa have been so extended as to give a fair test of their ability to handle business successfully.

The C., B. & Q. road earns above operating expenses, on its capital and debt, 6.3 per cent.; the C., M. & St. P., 7.0; the C. & N. W., 9.8; C., R. I. & P., 9.4; the Illinois Central, 4.2; the K. C., St. Jo. & C. B., 4.7; the D. & M., 4.6; the B., C. R. & N., 4.6; the Iowa Coal & Man. Co., 5; the T. & N. W., 10 per cent. All the others fall below this. Something of the difference here shown is possibly due to the amounts charged to construction, the policy of some roads being to keep this account open, of others to close it.

The entire showing of the net earnings as interest is not very satisfactory, and demonstrates very clearly that the money invested in Iowa roads is not generally remunerative.

Amount charged to construction fund in completed roads by which capital is increased ; covering additional equipment, cost of steel over iron, cost of bridges, and culverts renewal over old structures, so far as charged to construction:

NAME OF ROAD.	Equipment.	Total amo't capital is increased.
Burlington, Cedar Rapids & Northern.....	\$ 92,899.25	\$ 154,487.47
Chicago, Burlington & Quincy.....	711,744.11	899,869.57
Chicago, Milwaukee & St. Paul.....	330,696.81	796,008.53
Chicago & Northwestern.....	213,581.91	369,363.16
Chicago, Rock Island & Pacific.....	46,872.02	167,283.91
Chicago, Clinton, Dubuque & Minnesota.....		12,226.56
Dubuque Southwestern.....	1,057.00	1,057.00
Kansas City, St. Jo. & Council Bluffs.....	54,261.46	150,130.46
Keokuk & Des Moines.....	9,788.57	112,740.80
Newton & Monroe.....		2,600.00
Sioux City & Pacific.....	1,752.59	9,304.44
Sioux City & St. Paul.....	12,453.35	21,624.90
Sioux City & Pembina & Dakota Southern.....	4,702.09	4,702.09
Burlington & Northwestern.....		1,606.36
Des Moines & Minneapolis.....		6,000.00
	<hr/>	<hr/>
	\$ 1,479,809.16	\$ 2,709,005.25
Deduct equipment charges.....		1,479,809.16
	<hr/>	<hr/>
Amount charged construction less equipment.....		\$1,229,196.09

The amount that the capital of the roads has during the year been increased by charges to the construction account in the completed roads, so far as has been reported, exclusive of equipment and construction of new roads, is \$1,229,196.09, and is as far as we can gather from the reports properly charged. Next to the "wretched machinery" of the construction company," there probably has been nothing from which the railroad interest has so seriously suffered as the open construction account. Other evils, such as excessive competition, unfair and oppressive legislation, correct themselves; they are constantly pressed upon the attention of the managers, directors, stockholders, and the public, but the convenient open construction account, to which all failures to earn money and the losses resulting from mistaken policy, by dexterous management may be charged, without attracting attention, insensibly grows to proportions hardly realized. This is generally supplemented with new stock and bonds. It is better where roads are earning but little or losing money, that the owners should know and accept the situation at once, and meet it intelligently, than that the managers should discount the future to float smoothly along for the present.

This enlarged capital, often in the shape of bonds, is followed by its legitimate results. A receiver is appointed, or largely increased rates are required to pay interest on debt that never should have been created. When a road is completed, to close the construction account, except for extension, double track, branches or additional equipment is the true policy. It is, unfortunately, too true, that hardly a road in the state has been built but represents largely more in stock and bonds than the road cost in money to build.

The basis of some of the roads has been the local aid furnished, for which there was no individual return to the parties furnishing it, nor representation in its stock, whether the aid was individual subscription, or city or township donations. The bonded debt was based upon the subsidies and the stock issued to control the property without consideration. If, with a few exceptions, the stock was eliminated, the debt would represent the actual outlay. On this amount the earnings would make a fair showing on most of the lines.

Fifteen roads show an excess after deducting operating expenses, interest, taxes, and rental.

The total excess is.....	\$4,923,687.81
The other roads a deficit of.....	508,636.40
The net income of all the roads is.....	4,405,051.41
Add to this rent of leased roads, above interest, &c.....	1,180,172.40
	<hr/>
	\$5,595,223.81
Which, if equalized, would amount to a net earning per mile, on the entire lines in the state, of.....	1,345.98
The total amount of taxes paid is.....	594,912.65

ROADS OWNED AND LEASED.

Two thousand nine hundred and fifty-three and 88-100 miles of road are owned by the companies running them ; 1,203.27 miles are leased and run mainly by foreign corporations. The Chicago and Northwestern Company owns only eight and one-half miles of road in the State, but operates four hundred and twenty-five, for which the leases of last year amounted to \$1,234,299.26. The Illinois Central Company owns no road, but operates four hundred and two miles, in which the company has no interest, and for which the lease of last year amounted to \$655,673 14, which, with the taxes and rent of machinery, exceeded the net earnings. The C., R. I. & P. and the C., B. & Q. operate branches of their roads by lease, although in their case the ownership probably to a considerable extent vests in them, their policy being to extend branches to such points as could furnish business.

SIDINGS.

The sidings amount to 452.61 miles, or eleven per cent. of the length of the main track.

STEEL AND IRON RAILS IN MAIN TRACK.

The total number of miles of steel rails laid in roads is 903 54-100, about eighty per cent. being on three roads:

The C. & N. W. R. R. has.....	222 miles
The C., R. I. & P. R. R. has.....	298 miles
The C., B. & Q. has	202 miles

The B., C. R. & N. has 79.50 miles, the only other road having any considerable amount.

Great care seems to be exercised in bringing up the track of the main lines. They are in better condition than ever before. The special attention of the managers seems to be drawn to the fact that money, judiciously expended in road-bed and track, will reduce largely the repair and maintenance of rolling stock, and lessen the liability to accident. The lateral and smaller lines have improved their tracks during the year, some of them at an expenditure that the business would hardly seem to justify. There is, however, in railroad economy no expenditure so fruitful in good results as that made in the direction of perfect road-bed and track.

BRIDGES.

The total number of wooden truss-bridges is 1,219, the length being 139,552 feet; of iron 54, the length 13,942; of trestle and pile bridges, 5,386, the length 527,904; of stone bridges and culverts 333, the length 5,596. A large proportion of the water-ways are pile or trestle bridges, and probably, except on the main lines, will remain so for many years. The formation of Iowa is such, that large water-ways are required. Very few roads are able to put in permanent structures; in fact it is a question whether renewals every seven years are not cheaper than permanent work, the danger from fire only being against them. It is hardly probable that even the larger roads will abandon the pile structures, as when driven to final resistance they are substantial, do not settle, are firm and solid, will not be washed out by floods at any place for which they are adapted. It is possible that some plan may be devised in the future to prevent decay, and make them capable of resisting the action of fire, and it is not improbable that some

process may yet be discovered that will make these structures perdurable. The combination truss is being generally introduced by the roads, and is a great improvement over the wooden lower chord. Its relative value to iron is not yet fully determined. It is believed by men who have thought much on this subject, that new processes will very soon make steel so cheap that it will take the place of both wood and iron in the truss bridge.

The *Railway Gazette* of November 22, 1878, says, "that the American Bridge Company is constructing a railroad bridge across the Missouri river at Glasgow, of a new steel, with an ultimate strength of 83,000 pounds per square inch of original section, with an elastic limit of 52,000 to 53,000 pounds per large bars; this as against iron admits of reduction in actual weight of 4-10 and a saving in dead weight of 66½ per cent." We have introduced this statement, not to call attention to any special bridge company or process of manufacture, but to show that the tendency of the inventive talent of the present day is in the line of improvements that are permanent and working towards the eventual cheapening of transportation.

RAILROAD CROSSINGS.

The total number of crossings at grade is 79; over or under, 8. With our roads and country, grade crossings seem necessary. The connections for freight and passengers are such that it is a question whether any other crossing is desirable. A rigid enforcement of the law should furnish all the protection that is required. We are aware that in this position we take issue with high authority on this subject. At the same time the conditions of the traffic of Iowa are so different from those of New England that the same objections do not as fully apply.

HIGHWAY CROSSINGS.

The highway crossings at grade are 4,250; over, 48; under, 74; the number protected by gates and flagmen, 23. The number of bridges eighteen feet above the rail is 49; less than eighteen feet, 3. The low bridges are without any justification, and if not remedied soon some special legislation should require it. Any railroad company that deliberately leaves a bridge which on every freight train endangers the lives of its employes is guilty of negligence.

We do not expect that any material change will be made in the highway at farm crossings. Although desirable it is impracticable

Three persons have been killed and four injured at crossings and stations during the year.

STATIONS.

The total number of stations on the roads is 727, or an average of one for $5\frac{1}{4}$ miles of road. This seems a fair index of the facilities offered for business.

PERSONS EMPLOYED.

The total number of persons employed directly is 13,518, while indirectly in working quarries, building masonry, getting out timber and ties, and other contract work a large additional number is furnished employment.

FENCING.

The total number of miles of fence built is 3,890, the number yet required is 2,738. It is important for the protection of property and the safety of trains that all the roads should be fenced as early as possible. Some of them do not earn money enough to justify the expenditure. These roads should be run at a lower rate of speed. Our law furnishes probably all the remedy that is necessary, and we can suggest nothing that might not work injury to the weaker roads.

EQUIPMENT.

The total number of locomotives in use on the roads is 976. Of these more than sixty per cent. are heavier than thirty tons. Several of the roads are putting on locomotives that exceed forty tons, with cylinders 18x24. The tendency seems to be markedly in the direction of heavy machinery. This will require very permanent road-bed and very perfect bridges and trestles. This tendency seems fully to keep pace with the improved condition of tracks, if not in advance of it. It also points to the fact that the grades of the Iowa roads are generally heavy and that the managers find means to increase the weight of machinery easier than to reduce grades. True economy, where the business is likely to increase, would seem to indicate expenditure in the latter direction as desirable. The transportation departments are usually satisfied with any expedient that enables them to handle their cars without delay. Of the total number of locomotives 364 are equipped with train-brakes; of passenger cars 488 are equipped with the Westinghouse brake.

The total number of box freight-cars is 15,095; stock-cars, 2,157; platform-cars, 7,479; conductors' way-cars, 505; other cars, 2,270; making a total of 29,057. The inter-state commerce is so largely carried by the cars of other lines, that it is impossible to determine how near this equipment meets the wants of the state.

During a rush of business the public are not always reasonable, and do not always remember that the average demands are all that the roads should be expected to meet.

TRAIN MILEAGE.

The total number of miles run by passenger trains is.....	6,649,187
Total number of miles run by freight trains is.....	15,871,380
Total number of miles run by mixed trains is.....	510,180
Total number of miles run by construction trains is....	1,445,726
Total mileage.....	24,543,199
Total number of passengers carried.....	7,511,770
Total number of passengers carried one mile.....	280,274,228
Total tons freight carried.....	6,804,338
Total tons freight carried one mile	1,514,083,462

This tonnage is incomplete, but is all that has been furnished by the roads and does not fall largely below the true amount.

TONNAGE CLASSIFIED.

The total tonnage of the roads is 6,804,338. Of this the percentage is as follows:

Grain.....	31
Flour.....	5
Provisions.....	1
Animals.....	8
Other agricultural products.....	1
Lumber and forest.....	18
Coal.....	10
Salt.....	1
Iron and steel.....	2
Stone and brick	2
Manufactured articles.....	1
Merchandise.....	20
Total.....	100

The data was incomplete, but we think this very close to the actual percentage.

The average rate of transportation of passengers is three cents per mile.

The average rate of transportation of freight per ton per mile we were unable to obtain accurately. The rates vary materially. On the Newton & Monroe road, 9.86 cents; Crooked Creek, 8.75; B. & N W., 5.90; S. C. & Pembina, 5.30; Des Moines & Fort Dodge, 4.76;

C., M. & St. P., 1.92; C. & N. W., 1.70; C., R. I. & P., 1.57; St. L., Ott. & C. R. 1.37.

The average number of passenger-cars in a train..... 2
The average number of freight-cars in a train.....14

AMOUNT OF TONNAGE THAT CAN BE HAULED WITH AN ENGINE OF A GIVEN WEIGHT.

The following roads report the net amount of freight they are able to haul on their grades, which will give some indication of the relative cost of running their freight trains:

NAMES OF ROADS.	Weight of engine		Net freight per ton weight of locomotive.
	Weight of engine.	carried.	
Burlington, Cedar Rapids & Northern.....	36	180	5.00
Burlington & Southwestern.....	30	170	5.66
Chicago, Burlington & Quincy.....	40	180	4.74
Chicago, Milwaukee & St. Paul.....	30	140	4.66
Chicago & Northwestern, (no report).....			
Chicago, Rock Island & Pacific.....	36	219	6.08
Chicago, Clinton, Dubuque & Minnesota.....	33	570	17.27
Des Moines & Fort Dodge.....	26	160	6.15
Illinois Central.....	30	117	3.90
Kansas City, St. Joseph & Council Bluffs.....	32	400	12.50
Keokuk & Des Moines.....	32	220	6.90
Missouri, Iowa & Nebraska.....	23	140	7.27
Newton & Monroes.....	22	90	4.20
St. Louis, Ottumwa & Cedar Rapids.....	34	160	4.70
Sioux City & Pacific.....	28	360	12.86
Sioux City & Pembina and Dakota Southern.....	26	200	7.70
Sabula, Ackley & Dakota.....	28	158	5.64
Dubuque Southwestern.....	26	200	7.70
Crooked Creek.....	16	75	4.70
Des Moines & Minneapolis.....	16	100	6.25
Iowa Eastern.....	16	60	3.13

The simple statement that the foregoing table makes is sufficient to show that any inflexible tariff for carrying freight, cannot be adopted without working unequally on the various lines. The officers of the Chicago, Clinton, Dubuque & Minnesota road report that they can haul 17.27 tons net freight for every ton weight of engine, while the Illinois Central managers report but 3.90, or less than twenty-five per cent. of that amount. This is but one of the many problems that enter into the discussion of the railroad question, and a conclusion that these figures would lead to would be very far from correct. The former road does comparatively a light business, and probably runs its trains ordinarily with as little net freight as the latter. The Chicago,

Burlington & Quincy road reports but 4.74 tons hauled to every ton weight of locomotive, yet its business is so large that the Iowa division has earned 6.3 per cent. upon its capital and debt. If this has been done without greater depreciation of superstructure than is fairly chargeable to ordinary repairs, the company has been very successful with the grades it has been compelled to overcome.

ACCIDENTS TO PASSENGERS.

During the year, 17 passengers were killed from causes beyond their control, 3 from their own carelessness; 6 employes from causes beyond their control, 23 from their own carelessness. Of others, there were 3 killed at stations and highway crossings, 22 walking on track and trespassing, 6 stealing rides. There were 35 passengers injured from causes beyond their control, 10 from their own carelessness; 44 employes from causes beyond their control, 93 from their own carelessness; others, at highway crossings 9, trespassing on track 19, stealing rides 11. Total number killed, 80; injured, 223.

The list of killed and injured was materially increased by the accident near Altoona, on the Chicago, Rock Island & Pacific R. R., August 29, 1877, where 16 passengers and 2 employes were killed, and 19 passengers and 1 employe were injured. This accident occurred at night, on the grade descending to the Des Moines valley. The track had been re-laid with steel rails, the road-bed ballasted, and the trestle bridges replaced with masonry, generally arch culverts. An extraordinary storm, limited in width, passed over this region, carried away an arch culvert, and the train, evidently running rapidly, went into the stream. The extent of the storm was so limited that the train had encountered very little rain during the night, although on this basin the rainfall must have been large, the culvert having the capacity to safely pass a fall of rain of two inches per hour indefinitely over the entire surface drained by the storm.

TRAMPS.

This class of vagrants has been a source of annoyance to the roads and the public for the past two years. They take possession of trains and seriously embarrass the management of the roads. From their numbers they are not easily intimidated. This growing evil must be met; private property and the property of corporations must be protected by the strong arm of the law; or a sentiment will grow up that

will culminate in the undesirable form of protective associations outside of the law.

LAND GRANTS.

The Iowa roads have received from land-grants, by Congress, to aid in their construction, 4,069,942.56 acres. This differs materially from the report of the Register of State Land Office, but is mainly from reports of companies. From the report of the Register of the State Land Office, we learn that the Des Moines Valley Road (which represented what is now the Keokuk & Des Moines and the Des Moines & Fort Dodge roads) received 493,346.22 acres. Neither of the present companies is able to furnish any information with regard to the disposition of the lands, nor what was received from them. This land management seems to be on a par with the financial management that made one of these roads represent \$40,892 per mile in stock and bonds, after the original stockholders had their interest foreclosed and entirely swept away, and the other representing, to-day, a capital in stock and bonds of \$70,849! The two roads were favorably located, and the route light for construction and grades. They were probably built at a cost considerably below their bonded debt, or should have been. Neither is able to earn the interest on it. The Des Moines & Fort Dodge now earns about enough to pay the interest on one-half the bonded debt reported, which is about what it would now cost to build it.

The Burlington & Missouri River road received from grant 360,072.96 acres, of which 38,966.77 remain unsold. The company has realized from sales \$2,175,313.10, has paid in taxes on the land, \$170,885.23, and for the management and sales in expenses, \$427,978.62

The Chicago, Rock Island & Pacific road received from grant 550,193.51 acres, of which 299,428.86 remain unsold; has realized from sales \$1,907,838.38; has paid in taxes \$451,795.51, and for the expenses incurred in the management and sale of the lands, \$146,551.41.

The Cedar Rapids & Missouri River road received from grant 956,597.40 acres, all of which has been sold, and realized \$1,020,559; has paid in taxes on these lands \$937,845.73. Without any explanation from the officers of this company, (which it is fair to presume they can give,) it would seem that this land-grant has not been judiciously managed. The Burlington & Missouri River road has realized, from 321,106 acres sold, \$2,175,313; the Chicago, Rock Island & Pacific, from 251,764.65 acres sold, \$1,907,838, while the grant to this com-

pany has, on 956,597.40 acres sold, realized only \$1,020,559.74, or a little more than \$1.06 per acre, the others, more than six dollars per acre. Less than one-third the land has paid the other two roads about twice this amount. The fact that \$937,845.73 has been paid in taxes on this land, would indicate that this large grant has been of little value to the company. It may be thought outside the province of this Board to discuss the management of this land-grant, but when the state as trustee conferred it upon this company, the expectation was, that the cost of the road would be diminished by the value of these lands when sold, and that the products of Iowa would be required to pay interest on that much less capital.

The Dubuque & Sioux City road (here we estimate from the report of the Register of the State Land Office, the officers of the company confessing their inability to furnish the information) has received from grant 444,161.96 acres. The Iowa Falls & Sioux City road received from grant 630,496.11 acres; has sold 292,228.31 acres, and realized from the sales \$1,455,152.18; has paid in taxes on the lands \$442,037.07, and for the management and sale of the lands \$166,547.41.

The McGregor & Sioux City Company has received 137,572.27 acres. The Chicago, Milwaukee & St. Paul is entitled to 167,500 acres. If it receives one-half the lands within the limits where its grant overlaps the Sioux City & St. Paul's, there will be an addition to this of about 94,500 acres.

The Sioux City & St. Paul road is entitled to 320,002.63 acres. There has been certified to the company 208,050.31 and the road has sold 125,508.72 acres for \$710,631 25. The conflict between these two companies where the grants overlap should be settled at the earliest time practicable, and the rights of each determined. The lands should be listed for taxation as soon as possible. The completion of the C., M. & St. P. to Sheldon entitles it to whatever inures from the grant.

The lands of the Sioux City & Pacific did not pass through the hands of the State as trustee. The grant amounted to 39,876.63 acres that were sold with other lands to the Missouri Land Company for \$200,000.

The large amount paid for taxes and charges on these lands makes it clear that none of the grants have been so valuable as the public have been led to believe. The true policy is to sell them to the settler soon after the roads are built at such prices as he can pay to improve them. This will reduce the interest charges on the roads, save taxation, and furnish business.

THE POOL LINES.

The three principal lines across the state, the Chicago & Northwestern, the Chicago, Rock Island & Pacific, and the Chicago, Burlington & Quincy roads, after a competition for the business between Chicago and the Union Pacific carried on about a year, formed what is known as the Iowa Pool. The basis of this arrangement was an equal division of the profits of the through business between the terminal points of the three roads, leaving to each the management of the local business. The Pool has lasted about eight years; is unpopular in our state, and the general impression is that the companies are preparing to break it. Yet it seems so closely connected with the interests of the roads, that its tenure is probably as strong to-day as ever. This may be changed should the Pacific roads practically make their eastern terminus at Chicago, by the purchase of one or more of the Iowa through lines. The details of the Pool are not generally understood, although the public know that there is a division of the profits of through traffic, above the cost of transportation.

We understand the arrangement to be this: the through business, without any solicitation on the part of the companies, takes either route, the rates being uniform; that each road carrying the business was allowed for operating expenses forty-five per cent. of the passenger, and fifty per cent. of the freight earnings, the remaining percentage being equally divided between them. The passenger business has been, we believe, slightly modified, so that all gross receipts from passengers going east and of travel buying tickets at Chicago going west are equally divided. In the through tickets from points east the first arrangement is preserved. The Pool and its rates have but little interest to the people of Iowa except so far as the local tariff is affected by it.

The practice that has been so much in vogue, since railroad competition became strong, of carrying through business at rates that were not remunerative, and making up the losses on through business, is, we think, a mistaken one. We see no simpler method of reaching a fair compensation for through traffic than that adopted by the Iowa Pool lines, and we believe that to break the Pool and open a warfare would be an unfortunate move. Under present circumstances, by reducing their grades and perfecting their roads, they will be enabled to reduce their rates on Iowa business, and then earn a fair interest on their investments. If the Pool is broken we think this questionable. We

look upon the Pool as the only agency that can compel the through traffic to bear, as it should, its proportion of the interest on the cost and the expenses of maintaining and operating the roads. This Pool does not, in our judgment, violate the provisions of section 1,297 of the Code of 1873, prohibiting pooling of earnings between parallel lines. The pooling points are Council Bluffs and Chicago ; the pooled business is inter-state commerce over which Iowa has no legislative control.

That capital honestly and wisely invested in Iowa roads, prudently and economically managed, should receive a fair interest on its investments, is but just and right ; the roads should not be required to do their work without reasonable compensation. At the same time a wrong is done the producer and shipper if the through business is carried at a loss, and the loss made up from local or Iowa business.

The courts having decided that the State has the power to regulate the roads, it is all important that this power be discreetly exercised; any regulation of the roads that the State makes should be based upon an intelligent understanding of the situation, as well as upon recognized business principles. It will then command the respect of the managers of the roads and the great body of the people.

We hold that capital is the product and representative of labor; that there is and should be no conflict between them; and that it should not be deprived of its legitimate earnings. At the same time we believe that it should share with the labor and industries of the country their prosperity and adversity. Holding this view we do not believe it right, when the agricultural products are a failure, or command a very low price, that the railroads are justified in raising rates to sustain dividends. We have not investigated the current reports of an advance in rates, but would suggest to the railroad companies the propriety of considering the recent advance of Iowa rates in this view of the situation. The roads should recognize the fact that their interests are, or should be, closely identified with the prosperity of those who depend upon them for transportation and furnish them their business.

Competition has for many years alternately excited and depressed prices, changing the home values of most farm products. What the country needs is reasonable, uniform, and steady rates, as every business interest is better served than by any rates subject to fluctuation. Every market should be accessible to the shipper, and the variation of rates should be due to its natural or acquired advantages. No arbitrary, unreasonable rates should be made to force business from the course it naturally seeks.

The combination of so many of the lines of road between Chicago and the seaboard into one great interest, or rather ownership, leads us to believe that further combinations will sooner or later follow and of larger proportions. When that time arrives, the period of railroad competition will, to a very great extent, have passed away, and the only check upon consolidated capital will be legislative control broader than state limits. This will call upon Congress for some plan, working in harmony with State legislation, that will do justice to capital, and at the same time insure to the country stable and equitable rates of transportation.

THE COMMISSIONER LAW.

Chapter 77, of the laws of the last General Assembly, known as the Railroad Commissioner Act, provided a new system of railroad control within the state. In the estimation of the legislature the laws previously enacted which were inconsistent with this chapter were repealed. Various systems of management and control had been adopted from time to time, but were deemed for the most part insufficient for the ends contemplated by the General Assembly. The results of their practical application had not met the just measure of legislative or popular expectation. While it was not, and is not, expected that any system yet devised would find acceptance among all the varied interests affected, private, public, and corporate, it was nevertheless believed that the substitution of what is popularly designated the "Commissioner System" for the laws theretofore in force, would prove to be more just, equitable, and beneficent. The experience of several of the other states whose legislatures had already taken substantially similar action, it is fair to presume, contributed somewhat to the change in public sentiment indicated by the new legislation, though it is probable that the controlling reasons were to be found in the conviction that the abrogated laws had proved partial, inequitable, and hurtful to the great majority of interests involved. The Commissioners do not forget, however, that the system they are called upon to administer is in some sense an experiment—certainly so in Iowa—and this, notwithstanding its use in many states for several years past. Yet they hold it to be too clear for dispute that it is generally accepted, by a large majority of the important interests upon which it bears, as much more effective for the various purposes contemplated by the principle of governmental control, than any or all others which have preceded it. The public desire and expect-

tation was and is for a system that would be an effectual guard against unjust discriminations, that would furnish to all shippers and patrons alike equal facilities and privileges, that would insure transportation of persons and freight on equal terms, that would grant to all such drawbacks, concessions, and special rates as might be allowed to any where the conditions are the same, that would effectually guard against any inequalities of rates or privileges where the circumstances were similar, and that would secure the patrons of railroads against unreasonable charges for the transportation of freight, for handling and storing it, for the use of cars, or for any other privilege or service afforded by them in the transaction of their business as railroad corporations.

It is neither desired nor desirable that the law should be in any particular oppressive upon the railroad corporations. That the Tariff Act of 1874 was oppressive and unjust in many respects will not be seriously controverted. Its enactment was the combined result of unjust and discriminative charges made by the railroad companies and the popular excitement created by exorbitant rates. It was a sovereign protest against them by the law-making power of the State, an assertion of legislative authority in protecting the people from what was deemed to be an encroachment upon their rights. Reflecting upon the conditions attending that legislation and the state of the public mind throughout the West at the time upon these and kindred questions, it is not surprising that the law was both crude and oppressive. In several important particulars it proved to be so partial and unjust that many of the advocates of the tariff system were driven to the acknowledgment of its hardships. While the Commissioners recognize the existence of a considerable and respectable portion of the people who still maintain the justice and necessity of such a law, they are nevertheless of the clear conviction that the Commissioner law is a vast improvement upon that which it superseded. And they are borne out in this view by the fact that in every State save one where the Tariff Act has been tried it has been repealed and the Commissioner law substituted in its stead. While thus assuming the relative excellence of the present system, the Commissioners are free to confess that much depends upon the action of the railroads themselves. If its provisions are obeyed in good faith, if there is no attempt by evasion or indirection to defeat its operation, if in short its letter and spirit are complied with without recourse to its penalties, all doubt will be removed as to its superiority. It may be proper here to say, however, that much also

depends upon the industry, discretion, and judgment with which the law is administered, and it is therefore upon the very threshold of their administration that the Commissioners discern and appreciate the delicacy and magnitude of the duties before them.

Preliminary to a consideration of matters to be definitely treated in this report, it is deemed advisable to make brief reference to the several States which have adopted the Railroad Commissioner system, together with the more salient features of their laws respectively. There are, we believe, eleven States wherein this system operates, to-wit: Connecticut, California, Illinois, Iowa, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, Ohio, Rhode Island, Virginia, Vermont, and Wisconsin.

In 1855 New York enacted a commission law, but it was abandoned a few years thereafter, but the Legislature exercises a somewhat limited control over the railroads within the State. Passenger fares, and not freight rates, are limited by statute, the maximum rate being three cents per mile on all the roads except the New York Central & Hudson River Company, which is limited to two cents a mile between Albany and Buffalo, and two cents in summer and two and a half in winter from Albany to New York.

The Connecticut Commissioners have no control over the matter of fares and freights, their duties having reference to the convenience, comfort, and safety of the public.

Illinois enacted her Commissioner law in 1871, under which the several roads were classified upon earnings. The railroad companies defied the law, and issue being made the law was declared unconstitutional, on appeal to the Supreme Court, for want of proper distinction between just and unjust discrimination. An act was passed in 1873 defining what should be *prima facie* evidence of unjust discrimination, and placing the burden of proof upon the companies. The Commissioners prescribe the freight rates which are held to be binding until overturned by a competent jury, the verdict being limited to each particular case.

The present Commissioner law of Massachusetts was enacted in 1869. The Board exercises only a limited supervisory control over the railroads, and report annually to the legislature such "suggestions as to the general railroad policy of the Commonwealth, as to the condition, affairs, or conduct of the railroad corporations, as may seem to them appropriate." In their fourth annual report the Commissioners reported against the enactment of a fixed schedule of tariff rates, and

this position has been several times repeated in their subsequent reports. This recommendation following several years of observation and investigation in one of the oldest States in the Union, whose local transportation was exceptionally large and varied, has been acted upon to this time, and as the Commissioner system has served to such admirable acceptance with both the public and the railroads it is probable that it will be adhered to in the future. We are constrained to believe that much of the best features of the Commissioner system is due to Hon. Charles Francis Adams, Jr., who has held the office of Commissioner since the enactment of the law some nine years ago.

Michigan adopted the Commissioner system in 1873, and no schedule of rates has ever been enacted. From the information obtained the Commissioner advised against the adoption of any restrictive legislation, holding to the opinion that it was wiser to aid in the development of the transportation facilities of the state than to discourage them by unfriendly legislation. As in the other states named the Commission is enjoined by law to collect and compile information and data touching the operation of railroads and the safety and convenience of the patronizing public.

Minnesota began her experience under the Commissioner system in 1871, which established fixed freight rates, but the Commissioner was powerless to enforce its provisions. Three years later an amended law was passed enlarging the Commission to three members and clothed them with authority to enforce the law by the institution of suits at law. They were also empowered to fix a tariff of rates for both passengers and freight. Discrimination was prohibited. In their first report this new Board of Commissioners reported that all the railroads in the state had conformed to the tariff rates, although much complaint was made against that provision of the law requiring no greater charge to be made for a given distance on any part of a road than for an equal distance on any other part of the same road. So general were these complaints that the legislature repealed the tariff schedule in 1875, leaving to the Commissioners the work of obtaining every form of statistical information relating to the transportation problem, and the presentation of suggestions touching the management.

Missouri, in 1875, enacted a law nearly identical with what is popularly called the "Potter Law" of Wisconsin. It provides for the appointment of three Commissioners who are required to make annual report to the legislature upon the financial, commercial, and economic affairs of the railroads, to enforce the laws with regard to safety of

management, and to prosecute all violations of the law, but the Commissioners have been considerably embarrassed for lack of means to enforce the provisions of the law.

The New Hampshire law provides for a Commissioner with powers limited to the collection of transportation statistics, the condition of the railroads and their equipment, and the general comfort and safety of the public. Annual reports are made.

Vermont has a law similar to that of New Hampshire.

Virginia has a law regulating the railroads of that state, prohibiting discrimination and imposing severe fines for any infraction of the law. It has a Commissioner who exercises supervision over the roads and guards the interests of the public.

Wisconsin, in 1874, enacted the "Potter Law," which prohibited unjust discriminations and provided maximum rates and an elaborate classification of railroads and the transportation upon them. Its requirements upon the railroads were exhaustive and rigorous, so much so as to challenge the undisguised defiance of the railroad companies. New railroad enterprises were checked, some partially completed lines were paralyzed, as it was found that under the schedule rates they were unable to meet operating expenses, to say nothing about interest on their bond debts, and stock dividends. Under this law they were clothed with little if any discretion, and hence the want of elasticity made the law very onerous under the fluctuations of transportation, traffic, and trade. The experience of a single year impelled the Commissioners to recommend very material modifications of the law, which the legislature subsequently enacted. (Rates repealed.)

The Iowa Commissioner law, given in full in another part of this report, was enacted by the XVII. General Assembly and became operative April 1, 1878. This act repealed the railroad tariff law enacted by the XV. General Assembly, found in chapter 68, except sections 1, 2, and 7. These excepted sections provide for the classification of all the railroads in the state according to the gross amount of their respective annual earnings within the state, per mile, for the preceding year. These classes are designated "A," "B," and "C," and the roads thus classified are restricted in their charges for passenger fares only to three cents, three and a half cents, and four cents respectively per mile. Section 7 provides that each railroad corporation in the state shall, in the month of January of each year, make and return to the Governor a statement of its gross receipts on its entire road within the state for the year preceding, and ending with December 31, which

statement shall be verified by the oath of the president and superintendent of the roads respectively. When, on examination by the Executive Council, it shall be found that any railroad is entitled to a change of classification, the Governor shall issue a certificate to such corporation, assigning it to its proper class.

The Commissioner law makes it the duty of the Commissioners to exercise general supervision over all the railroads in the state, to inquire into any neglect or violation of the laws, inspect the several railroads as to their condition, together with their equipment, their conduct and management with reference to the public safety and convenience. Any dereliction of any railroad company in the performance of its lawful duties, in keeping its road, equipment, bridges, and station-houses in such repair as shall insure reasonable safety and convenience, shall be notified to said company by the Commissioners in writing. The Commissioners are also required to make similar notification when, in their judgment, any change in its rates of fare for transporting freight or passengers are necessary or reasonable. They are further empowered to examine the books and accounts of any railroad company; to examine under oath any officer thereof; to investigate any serious accident upon any railroad resulting in personal injury, or loss of life; to hear all complaints preferred by the lawful authorities of any city, incorporated town, or township, respecting charges for passengers or freights.

Such are the more general features of the laws enacted in the states named. While all these have Boards of Commissioners, there are several other states which have general laws empowering their legislatures respectively to amend or repeal railroad charters, and half a dozen whose constitutions expressly reserve to the legislature power to change or repeal charters at pleasure. It thus appears that the matter of railroad control by legislatures is, in some manner, very generally exercised in nearly or quite all of the states of the Union, and when to these facts are added sundry decisions of the highest state courts and of the Supreme Court of the United States, promulgated March 1, 1877, and known as the "Granger cases," all question of the right to control railroad corporations, in the way of regulative and restrictive laws, would seem to be removed. Besides the state laws herein mentioned, Congress has exercised restrictive control over all railways of an inter-state character, in 1873 enacting that—

No railway within the United States, whose road forms any part of a line or road over which cattle, sheep, swine, or other animals shall be conveyed from one state to another, * * shall confine the same in

cars * * for a longer period than twenty-eight consecutive hours, without unloading the same for water, rest, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or accidental causes.

A penal fine of \$100 to \$500 is assessable by judicial proceeding for any violation of this law.

In this branch of their report, the Commissioners find their views upon the general subject of governmental regulation so well expressed in the first annual report of the Internal Commerce of the United States, by Joseph Nimms, jr., chief of the Division of Internal Commerce, that they venture to quote it:

It is undoubtedly true that some of the expedients adopted for the regulation of railroads have been ill advised, and in the face of economic principles, but the effect of such regulations is believed to have been, on the whole, salutary. In the light of experience, it is evident that the State cannot conduct the affairs of a railroad company as economically or as effectively as can the managers of the road acting solely in the interests of the proprietary. This is as true as that a man's best efforts cannot be brought out so long as he acts under any sort of duress; and yet, the success of civil government depends largely upon the moral influence of restraints upon personal liberty, where such restraints become necessary for the protection of personal rights, or for the maintenance of public order. In this view it is believed that the results of the governmental supervision over railroads, exercised in this country and in England, have been, on the whole, beneficial.

It is a much easier matter to point to the inconsistencies and defects of the particular methods adopted by States for regulating the railroads than it is to discover the full extent of the advantages which have resulted from such measures. The moral effect of public vigilance alone exerts a wholesome influence. The very crudity of some of the remedial measures adopted has perhaps led to the more speedy correction of abuses, and to the diffusion of useful knowledge in regard to the circumstances which environ the railroad problem. Although the regulations and restraints which have been adopted may have subsequently been set aside, yet they have had their desired effect, and the people have been brought to a better understanding of the relations of the railroad to the state and to the commerce of the country. Thus many erroneous impressions in regard to supposed acts of injustice on the part of the railroad companies have been corrected. The railroad companies have also been led to a knowledge of their responsibilities and duties to the public, and to realize the limits of their power.

As reformatory measures, the acts of legislatures have in a great measure effected the purpose for which they were enacted, although not always in the way intended. In some cases the railroad companies have been forced to explain their positions, and to defend themselves by furnishing information of great value. The result has been that in several states restraints have either been relaxed or abolished. The opinions expressed by the railroad commissioners of the state of

Wisconsin upon the subject are of especial interest in this connection, as in that state the experiment of railway regulations has been carried to its furthest extent. The commissioners say:

It is impracticable for the state to assume the actual management of railroads, or to wisely determine the multitude of minor questions of policy constantly arising in this department of the public service. Surely there is no apology for the exercise on the part of the state of any power over corporations which can be safely and as wisely exercised by the corporations themselves. There is no principle of American government so thoroughly or so properly established as that which limits the province of legislation at all times and under all circumstances to enactments for the general good, and which denies to government the right or the duty of unnecessary interference with private or public enterprise. * * * There can be no sensible reason given why * * * that which has been termed the "barbarous thumb rule" should not be withdrawn as soon as the conditions are reached which would, through an enlightened public opinion created and sustained by complete business exhibits of the companies, establish mutual confidence between them and the people as to management.

It is now quite generally conceded that laws for regulating rates are useful mainly for the prevention of exorbitant charges and unjust discriminations when the effective competition of rival lines does not exist, and for the correction of other abuses.

Great Britain, whose railway system is second to none, employs the instrumentality of a Board of Commissioners in the management and regulation of her railroads. During the past forty years the British parliament has given much consideration to the question of regulating the railways, upward of 3,300 acts having been passed with this view. The net product of all this legislation, and the general discussions of the press throughout the realm, together with the large experience of so many years, is the present commission system. These three Commissioners possess powers in relation to the working arrangements between railroad companies; authority to hear and determine matters of complaint that may be referred to them of violations of the railway laws, in this respect possessing the jurisdiction of certain courts and judges authorized to pass upon complaints; power to hear and determine certain classes of differences between transportation companies; authority under prescribed limitations to fix and apportion through charges on freights passing over two or more lines of road; power to settle questions of terminal charges, the rates for loading, unloading, delivery, and other kindred services; power to call experts to their aid when in need of technical information, and to enforce the law requiring the publication of rates of transportation. This law is reported in an English Railway Manual, and in the press generally, to give great satisfaction to both the railroad companies and the people.

While the Commissioners do not feel called upon to discuss the relative merits of the different systems of restrictive and regulative con-

trol of the railways of Iowa, and while the hypercritical may think it indelicate in the Commissioners to commend the law which they are called upon to administer, they are nevertheless constrained by a clear sense of duty to declare their conviction of the superiority of the Commissioner system over any other of which they have any knowledge. This opinion for the most part is the product of many months of careful observation of its workings, of the notable decrease of friction between railroads and patrons, and of the general acquiescence of the railway companies in the requirements of the law as interpreted by the Board in all cases of complaint referred to them. To these considerations may be added the adoption of the system in so many of the states, together with the significant fact that while the various systems of control which it has superseded were unable to withstand practical experiment more than three or four years in any state—the tariff plan enduring only one to three years in most of the states adopting it,—the Commissioner system has undergone the severest tests for some eight or nine years, and grows in favor as it grows in years. The practical workings of the law up to this time indicate the wisdom of the Seventeenth General Assembly in enacting it. While it leaves the roads commercially free, it imposes certain restrictions, actual and contingent, which have resulted in their wholesome adaptation in the main to the just judgment of the people expressed through the legislature. That in many ways the duties of the railway corporations should be clearly defined by statute, and their relations to the people determined, is beyond question. The transportation of the products of a great agricultural state like Iowa is of too great importance to her people and their general prosperity to be left unregulated. That it is wise to draw a distinct line between police regulation and commercial regulation has, we think, been shown by the experience of Iowa and other states. Capital, ever sensitive and timid, is slow to seek investment in any country or state where it is not commercially free. Iowa needs the investment of capital for its further and full development, and if it may not offer liberal inducements for this purpose, it surely ought not to exclude it by unfriendly and enslaving legislation. The railway companies of the state have met the requirements of the present law in a frank spirit. But few changes in rates have been made except on short hauls which, under the tariff law, were undeniably placed at a losing price, while those for long hauls in some instances are even lower than under the old tariff law.

Referring to the general principles of railroad regulation, and to a

comparison of the arbitrary tariff system with the elastic Commissioner law, Mr. Charles Francis Adams, jr., one of the Massachusetts Railroad Commissioners, says in his recent book entitled "Railroads : " Their Origin and Problems :"

A great advance toward a better condition of affairs in this respect has, however, been secured during the last year through the action of the Iowa legislature in repealing the so-called "Potter" law, and substituting for it a commission practically organized on the Massachusetts plan. It will only remain for those who compose that commission to fairly try the effect of intelligent public discussion as a substitute for ignorant force. That the experiment should now be tried by them, and made to succeed, is of the utmost importance ; for if it does succeed the whole movement of the West will be advanced by one entire stage. The decision of the Supreme Court in the Granger cases having finally settled the legal relations of the parties, the discussions before this board and its consequent action may gradually establish them on a friendly and intelligible basis.

In view of all the purposes of a regulating law, we entertain no doubt that the Commissioner system embraces all that is good and avoids much, if not all, that is bad in all others thus far tried. And yet we do not desire to be understood that it is perfect, or that it may not be improved in many important details. Indeed there are several particulars, of which special mention is made in another part of this Report, in which the law, in the judgment of the Commissioners, is defective. While commending the system in its general features and scope, and while according to the railroad companies in the main ready acquiescence, in both letter and spirit, in the general requirements of the law and the recommendations of the commissioners, we are nevertheless constrained to take notice of the informal complaints made by merchants and shippers in various parts of the state, on account of the advance in local rates made by some of the principal lines crossing the state from east to west. This brings us to a consideration of one of the most vital features in the great problem of railway control.

INCREASE IN FREIGHT TARIFFS.

On or about the first of October last it was currently reported that some of the principal east and west railway lines crossing the state had advanced their rates on grain and such merchandise as is included in the several classifications of their tariff schedules, above those which had prevailed for the previous three or four years. It is a matter of doubt whether the rates for "short hauls" established by the Fifteenth General Assembly were "fair, just, and reasonable," as the statutory

tariff of 1874 compelled the railroads to carry "short-haul" freights at a very low price, and in some instances at an actual loss. It was not unreasonable to expect, therefore, that the railways would re-adjust their tariffs in this regard, yet the propriety of any general or considerable advance of local rates in a time of widespread business depression is, in the judgment of the Commissioners, of doubtful expediency. No complaints in regard to this reported increase of rates have been made up this date, December 1, 1878, yet the matter has come to our notice in such manner that we have deemed it advisable to make brief reference to it.

Chapter 68 of the Fifteenth and chapter 77 of the Seventeenth General Assembly relate to the rail transportation and commerce of Iowa. They prohibit unjust discrimination, unreasonable charges, and unfair and extortionate rates. While the law does not define and declare specific rates, it does prohibit in good set phrase unreasonable and unjust discrimination. The Commissioners earnestly hope that the whispers of dissatisfaction on the part of merchants and shippers over this advance in rates may not develop into a definite and well-grounded complaint. The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchanges, and any attempt by discrimination to unjustly or oppressively interfere with or prevent the products of the state from seeking any market desired, or in any improper way to divert, limit, or repress the business of exchanges will arouse the indignation of the people. The railroad corporations of Iowa can hardly afford to challenge the suspicion of discriminating against any portion of the state or people, much less the actual fact. Any attempt to discriminate against the producing and commercial interests of any section or any industry should be jealously watched and guarded against, and will command the prompt action of the Commissioners whenever their attention is called to it in the manner contemplated by law.

RAILROADS AND TRANSPORTATION.

It will contribute greatly to a proper estimate of the railroad problem to give a passing glance at the aggregate extent, value, and commerce of the railroads. It is estimated that the total mileage of railroads in this country is 80,000, and that at least eleven per cent. of this mileage may be added for sidings, switches, and spurs, making nearly 90,000 miles in all. It is also estimated that the value of these rail

roads—the estimate being based upon their cost, as shown by their books—is \$4,500,000,000. Accepted estimates of the commodities transported by rail, place their aggregate value at about \$22,000,000,000. The value of the railroads is more than twenty times greater than the value of our foreign shipping trade, while the value of the commerce carried by rail in the United States is sixteen times greater. To those unfamiliar with the domestic or rail transportation of the United States, these figures will be startling. It is within the memory of many now living that all of our internal commerce was transported along the Atlantic sea-coast, the Gulf of Mexico, the chain of lakes, the navigable rivers, and two or three canals. Not more than twenty-five years ago nine-tenths of our domestic commerce was carried on by these agencies. Now seventy-five per cent. of our internal trade is transported by rail. About eighty per cent. of all the grain transported to the Atlantic seaboard goes by rail, notwithstanding its exceptional bulk as compared with the average of commodities comprising our commerce. Reflection upon the rapid growth and vast proportions of the railway traffic of the country, which has been developed for the most part within the past quarter of a century, will assist us in forming a correct judgment of the importance of the railway problem, and contribute much toward the formation of an enlightened and helpful policy. Stupendous as has been the development in the past, the future is likely to see yet greater strides forward, as the ratio of advancement appears to be constantly accelerating. It would seem, therefore, that too much stress cannot be laid upon this subject, as it already holds a foremost place among the questions challenging the attention of the legislature and the people.

IOWA RAIL TRANSPORTATION.

The Commissioners regret to say that they are unable to give even an approximation of the rail commerce of the state during the past railroad year—June 30, 1877, to June 30, 1878. This is rendered impossible on account of the delinquency of thirteen of the thirty-one railroad companies to furnish to this office any return whatever of their tonnage, while many of the others report the aggregate of their traffic in all of the states through which their lines run. For instance, the Chicago, Burlington & Quincy company report their actual Iowa traffic, while the Chicago, Rock Island & Pacific company report the aggregate of their business in both Iowa and Illinois, with no data by

which to determine the proportion belonging to each. The Chicago, Milwaukee & St. Paul also report their aggregate tonnage in the four States of Illinois, Wisconsin, Iowa and Minnesota. The companies failing to report their tonnage, in detail or in whole, as required by the Board of Commissioners; are the Chicago, Clinton & Western, the Burlington & Southwestern, the Chicago & Northwestern, the Iowa Midland, the Davenport & Northwestern, the Grinnell & Montezuma, the Iowa Railroad, Coal & Manufacturing Company, the Kansas City, St. Jo. & Council Bluffs, the Missouri, Iowa & Nebraska, the St. Louis, Ottumwa & Cedar Rapids, the Toledo & Northwestern, the Burlington & Northwestern, the Des Moines & Minneapolis, and the Wankou & Mississippi—thirteen of the thirty-one companies whose roads are in active operation. As the Chicago, Burlington & Quincy reported both their Iowa and their interstate tonnage, the Commissioners are justified in presuming that all the other inter-state companies could have done so. That they did not is occasion for sincere regret on the part of the Board, as it doubtless will be on the part of the whole state, for with such data at hand the Commissioners could have presented herein much information in classified form of the rail commerce of the state. For such information under this head as has been supplied, reference is made to table number XIII. in this report.

AVERAGE PROSPERITY OF THE LARGER LINES.

In another part of this report we have adverted briefly to the financial condition of the railroads in Iowa, their current operations, the relation of receipts to expenses, and kindred subjects. As there stated the net excess of earnings over operating expenses is \$4,415,051.41. This sum coupled with the net rental of leased lines aggregates the large sum of \$5,595,223.81, which gives a net product in earnings of \$1,345.98 per mile. This is equivalent to a ten per cent. return on a cost of construction at \$13,460 per mile. But as the average rate of interest on railroad bonds is only seven per cent., these net earnings represent seven per cent., return on a cost of \$17,497 per mile. We do not pretend that this postulate of cost is correct; indeed, it is quite certain their average cost is considerably greater. But it has been the habit of those representing the railroad interests in Iowa to strenuously maintain that their investments were non-paying. In the absence of definite and reliable data on this question the public have, perforce, accepted these unofficial representations, somewhat reluctantly it is true, yet for want of the actual facts they have been regarded as conclusive of the

question. The returns now made by them to the Board of Commissioners, on which data we base the foregoing calculation, to some extent not only dispel much of the doubts which have environed the subject, but establish the fact that about one-half of the roads in Iowa do pay an average of \$1,345.98 per mile. This calculation, and the returns on which it is based, refer to the operations for the last fiscal or railroad year, which is signalized by a degree of business depression and stagnation unparalleled in the history of Iowa railroads. Add to these considerations that their operations for the year mentioned were carried on under the low rates of the "Granger tariff," and the future by no means wears so forbidding an aspect. The Commissioners are fain to believe that with the steadily increasing commerce of the state, its yet rapid growth in population and settlement, together with the obvious purpose of the railroads to adapt their operations, facilities, and charges to a system of fair reciprocity with the public, railroad enterprises in Iowa will be quite as encouraging and inviting as those of any other character. When the widespread incubus of hard times shall have yielded to the advancing tide of a better day, of which there is now encouraging promise, railroads in common with all other enterprises, it is confidently believed, will realize the full measure of prosperity which their patience and merits challenge.

It should not be inferred however that railroad investments, as a rule, in our country are profitable. The report of the Bureau of Statistics, for 1876, states that at the close of that year the total bonds, stock, and debt of railroads in the United States amounted to \$4,775,000,000, and of this enormous sum 38 per centum, or \$1,800,000,000 is represented by railroads in default and hence unproductive to their owners. Many of the less unfortunate class of roads are able to pay the interest on their bonds only, making no dividends on their stock. The shrinkage in the aggregate value of railroads on this account is estimated at nearly fifty per cent. of their capital, a sum equal to the entire national debt.

RAPID GROWTH OF RAILROAD TRAFFIC.

In view of the exceptional depression in the general business of the country during the years subsequent to the panic of 1873, the public will be hardly prepared for any exhibit showing any considerable increase. Yet such is the case. In an official letter written by Hon. Joseph Nimmo, Jr., Chief of the Bureau of Statistics at Washington,

bearing date September 14, 1878, there are traffic statistics showing the number of tons of freight transported on five of the great trunk lines terminating at Atlantic seaboard cities, for the years 1873 to 1877 inclusive; also on two of the more important lines traversing Iowa, the Chicago, Rock Island & Pacific for the same year, the Chicago & Northwestern for the years 1874 to 1877 inclusive; and on the Union Pacific for 1873 to 1877 inclusive. This table shows, considering the "hard times" of the years mentioned, a very encouraging increase in the tonnage, and puts to flight the plea that the commerce and transportation traffic of the country were at a stand still. Deeming the exhibit as important in showing the steady growth of the railroad traffic of the state and of the country, we insert it here:

Statement showing the number of tons of freight transported on the New York Central Railroad, on the Lake Shore and Michigan Southern Railway, on the Pennsylvania Railroad, on the Pittsburgh, Fort Wayne and Chicago Railway, on the Baltimore & Ohio Railroad, on the Chicago, Rock Island & Pacific Railroad, and on the Union Pacific Railroad each year from 1873 to 1877 inclusive; and on the Chicago & Northwestern Railway for each year from 1875 to 1877 inclusive.

YEAR.	TONS CARRIED.							
	Lake Shore and Michigan Southern Railway.	New York Central Railroad.	Pittsburgh, Fort Wayne and Chicago Railway.	Pennsylvania Railroad.	Baltimore and Ohio Railroad.	Chicago, Rock Island and Pacific Railroad.	Union Pacific Railroad.	Chicago and Northwestern Railway.
1873.....	5,176,631	.....	2,316,568	9,998,794	640,265	1,286,966	487,484	.....
1874.....	5,221,267	114,678	2,299,120	9,118,419	752,256	1,399,364	482,806	.....
1875.....	5,022,490	6,001,954	2,496,148	9,787,176	872,101	1,117,727	501,410	3,153,315
1876.....	5,635,167	6,803,680	2,629,697	10,600,547	1,083,393	1,649,000	629,947	3,471,927
1877.....	5,513,398	6,351,356	2,690,735	10,438,394	1,047,645	1,650,408	716,112	3,413,338
1878.....	.....	.....	.....	.....	.....	.....	.....	3,911,261

The increase in traffic on the Lake Shore & Michigan Southern shows an advance of 6½ per cent. from 1873 to 1877; that of the New York Central is about 4 per cent. from 1874 to 1877; the Pittsburg, Fort Wayne & Chicago 16 per cent.; the Pennsylvania 4½ per cent.; the Baltimore & Ohio 63½ per cent.; the Chicago, Rock Island & Pacific 28 per cent.; the Union Pacific 47 per cent.; and the Chicago & Northwestern 24 per cent.

Referring to the traffic of the current year, of which there is of course no statistical information as yet, Mr. W. H. Vanderbilt, president of the New York Central & Hudson River Railroad Company, is reported to have said as follows:

In my opinion there will be sufficient business during the next six

months for all the railroads and the Erie Canal. The lines cannot now supply cars enough for the demands upon them. This week I have contracted for 800 new cars. The Erie, I am informed, has ordered 2,000, and many other lines are finding it necessary to increase their rolling stock.

Mr. Thomas Scott, president of the Pennsylvania Railroad Company, said:

The railroads are now very actively employed, and the number of cars is not great enough to move the freight offered as promptly as is desired. I believe there will be a steady improvement in nearly all branches of trade and industry. * * * The prospects of the leading railroad lines of the country are now good.

SUGGESTIONS AS TO SPEED OF FREIGHT TRAINS.

While the Commissioners hesitate to enter into indiscriminate recommendations as to the details of railroad management, they nevertheless do not shrink from so doing when in their judgment the general interests seem to require it. As has been remarked, the state "cannot conduct the affairs of a railroad company as economically or as effectively as can the managers of the road acting solely in the interests of the proprietary." The widest freedom as to their physical management by the proprietary is obviously necessary to the fullest development of the capacities of railroads, and to their most successful operation. But recognizing the importance of certain fundamental principles of transportation, as to which there can be but little dispute, the Commissioners may be pardoned for making the following suggestion, which they are disposed to think is not unimportant.

Speedy transit, whether of passengers or freight, within the range of safety, is of the very first importance. As reported to us the gross passenger, mail, and express earnings in Iowa are but a fraction removed from twenty-five per cent. of the whole, while the freight earnings are seventy-five per cent., or three times greater. These figures show the relative importance, pecuniarily considered, of the passenger and freight business. With only rare exceptions the passenger trains on all Iowa roads are run at as high a rate of speed as is desirable, being an average of about 22 miles an hour. The average speed of the freight trains is only 12 miles per hour. In view of the fact that the freight business comprises so large a proportion of the entire volume and value of transportation, the question arises whether the average speed of freight trains may not be increased. It is said that "time is money." The maxim nowhere has better illustration than when

applied to the business of commercial transportation. The value of the commerce moved daily by rail in our country is about \$70,000,000. Hence the loss or gain of a single day in the movement of so vast an amount of property is of no little importance to the commercial interests of the country. But a few years ago the speed of freight trains was less than now, the voluntary increase of which, by the railroads, being a recognition of its importance. Whether yet greater speed may not be attained without endangering the safety of freight trains, or incurring compensating loss by greater wear and tear, is a suggestion we presume to make, leaving the suggestion to the consideration of the railroads. Some of the railway companies are already contemplating the suggestion, and with this view are considering the question of using larger car wheels so as the more easily to overcome the resistance of such imperfections as there are in tracks. The suggestion we do not doubt will receive due attention from the railroad corporations.

IMPORTANCE OF THE RAILROADS IN A PROPERTY SENSE.

As to the value of the railroad property in Iowa, the Commissioners were not provided with such definite data by some of the companies as enabled them to determine the fact with accuracy. Nevertheless we have made somewhat careful estimates of the unreported companies, and feel confident that our valuation, made on the basis of the reports we have, is not wide of the truth.

The capital stock is.....	\$ 88,857,365.95
The funded debt is.....	61,342,767.33
Total.....	<u>\$150,200,133.28</u>

This sum, leaving out the amount of \$3,401,651.19 of floating debt, represents a valuation of \$36,949,80 per mile, which is probably a close approximation to their average cost. The valuation of the entire property of the state, as shown by the Auditor's last report, and which includes the property of the railroad corporations, is placed at \$404,670,044.00. As it is probable that this valuation represents only about one-third of the actual value, in order to show the ratio of the railroad property to the whole, we should place the valuation of the whole, other than railroads, at \$1,063,810,000. It appears therefore that the railroad property represents 14.12 per cent. of the entire property of Iowa. This calculation shows at a glance the great importance of the railway interest in a property sense in the state. It is nearly double in value that of the entire personal property, and is 21 per cent. of all

the land rated at the high valuation of \$21.00 per acre, or three times the assessed valuation. An interest so vast, and comprising so large a proportion of the whole property of the commonwealth, may well challenge the most careful attention and wise management on the part of the General Assembly. While it should be regulated with all due concern for the interests of the people, too much caution cannot be exercised in guarding against the oppression sometimes arising from popular excitements. The Commissioners find in the present relations between the people and the railroads in general a condition of mutual forbearance and trust, and felicitate the commonwealth upon the presence of a spirit which promises the best possible results to both.

RELATION OF THE RAILROADS TO THE INDUSTRIAL CLASSES.

Table number ten of this report, among other things, shows the number of persons in the direct employ of the railroads of Iowa to be 13,518. While we have no reliable data upon the point, it is very probable that there are 6,000 to 7,000 more in the indirect employ of the roads, cutting ties and wood, quarrying and dressing stone for bridges and culverts, mining coal, and otherwise performing labor the year round for the railroad companies, making 20,000 in all. As each adult male is reckoned in statistics of this and a kindred character to represent five persons holding a family relation, it would seem that there are 100,000 persons in round numbers—about seven per cent. of our entire population—who derive their support from the railroads in the state. If the number, as estimated by us in the employment of the railroads is correct, and it certainly cannot be wide of the truth, and if they receive an average of \$1.50 per day, the railways disburse to them annually the generous sum of more than eight millions of dollars! Thus do these corporations sustain a very important relation in an industrial way to the people of Iowa, and contribute not a little to the general prosperity. Any and every form of enterprise that contributes so largely to the steady maintenance and comfort of the industrial class is entitled to the consideration of the public authorities.

CLASSIFICATION OF THE IOWA RAILROADS.

Section 1, of chapter LXVII. of the laws of the Fifteenth General Assembly, establishing and defining the classification of the railroads of Iowa, was among the sections unrepealed by the Commissioner Act, except so far as it relates to rates of compensation for conveying

freight. The reports of the railroad companies to the Secretary of State in 1877, required some changes in the classification which were notified to them by authority of the Executive Council as required by law. This last classification is as follows:

CLASS "A" RAILROADS.

Chicago, Burlington & Quincy Railroad.
Chicago & Northwestern Railway.
Chicago, Rock Island & Pacific Railroad.
Kansas City, St. Joseph & Council Bluffs Railroad.

CLASS "B" RAILROADS.

Burlington, Cedar Rapids & Northern Railway.
Central Railroad of Iowa.
Chicago, Milwaukee & St. Paul Railway
Illinois Central Railroad.
Iowa Railway, Coal & Manufacturing Company.
Keokuk & Des Moines Railway.

CLASS "C" RAILROADS.

Burlington & Northwestern Railway.
Burlington & Southwestern Railway.
Chicago, Clinton & Western Railroad.
Chicago, Clinton, Dubuque & Minnesota Railroad.
Crooked Creek Railway.
Davenport & Northwestern Railway.
Des Moines & Fort Dodge Railroad.
Des Moines & Minneapolis Railroad.
Dubuque Southwestern Railroad.
Iowa Eastern Railroad.
Missouri, Iowa & Nebraska Railway.
Newton & Monroe Railroad.
Sabula, Ackley & Dakota Railroad.
St. Louis, Kansas City & Northern Railway.
St. Louis, Keokuk & Northwestern Railway.
Sioux City & Pacific Railroad.
Sioux City & Pembina Railway.
Sioux City & St. Paul Railroad.
Toledo & Northwestern Railway.

This classification is based upon the gross annual earnings per mile of the several roads: all roads earning \$4,000 per mile annually being assigned to class "A;" all whose gross earnings are \$3,000 per mile or any sum in excess less than \$4,000, being assigned to class "B;" while all other roads are assigned to class "C." These several classes are empowered by law to charge fares for transporting passengers at the

rate of three cents, three and one-half cents, and four cents per mile respectively. Of the class "A" roads of the previous year, the Illinois Central, in consequence of a reduction of earnings below the \$4,000 gross per mile for the year, was changed into class "B," and was therefore authorized to increase its passenger rates from three cents to three and one-half per mile, dating from the 4th day of July, 1878. Of the substantial equity of this system of classification there seems to be no rational question.

TAXATION OF RAILROAD COMPANIES.

The taxation of railroads is a question upon which there is considerable diversity of opinion, and as to which there are various systems in the several states. Our own state in the past has indulged in some experimentation, but the Fourteenth General Assembly enacted the present system, which, while sharply criticised as to the method of the distribution of the taxes by many of the municipal corporations of the state, has up to the present withstood the criticism and held its place on our statute book as a better and more equitable system than any which preceded it or which has been suggested in its stead. It is neither our purpose or province to discuss the merits of the several systems of railroad taxation, but rather to make simple reference to that now in operation, and to bring to general attention its practical results. In its proper place in this report the Commissioners have set forth this and all other laws relating to railroads, to which reference is made for details. The aggregate of the taxes levied in the state for all purposes for the year 1877 was \$10,559,271.80. It should be borne in mind that this sum is for all the purposes of government, local and state, and that 92 per cent. of the amount is voted by the local authorities, only 8 per cent. being tax for state purposes. The valuation of the railroad property for taxation purposes for 1877 was \$22,420,703, on which taxes to the amount of \$594,912.65 were paid. The ratio of this railroad tax to the entire tax-levy of the state, local and general, is 5.73 per centum. If the assessment of railroad property, however, was made on the same principle of valuation that is applicable to all other property, this ratio would be about 10 per cent. The amount of the taxes annually paid by the railroad companies since the substitution of the present law for that of 1872 is more than three times the sum paid by them under the old law.

CIRCULAR NOTIFICATIONS TO RAILROAD COMPANIES.

On the 8th of April, and soon after the organization of the Board of Commissioners, they issued Circular No. 1, addressing a copy to each railroad corporation operating a railway in this state, requiring the several companies to furnish this office, on or before the 10th of May following, a profile of their roads, detailing grades, elevations, curvatures, contemplated changes in grades, names of stations, length of sidings, double tracks, steel rail laid, description of bridges and culverts, names of streams crossed, annual reports of the roads from the beginning of construction, and maps of roads through the state. With few exceptions this circular was responded to with commendable promptness, while others, for want of the information desired, or a part thereof, or from negligence, complied at a much later day, or not at all in sundry particulars. This and subsequent circulars issued will be found in full in the Appendix to this Report.

June 6th, Circular No. 2 was issued calling the attention of the several railroad companies to the liability to accidents arising from the neglect of railway companies to fill the angles of frogs, guard rails, and switches, so as to prevent the possibility of the boot-heels of employes and others, from being caught in them in switching cars.

Circular No. 3 was issued calling the attention of all railroad companies to the provisions of section 14, of chapter 77, of the Acts of the Seventeenth General Assembly, requiring them, upon the occurrence of any serious accident upon their roads respectively, resulting in personal injury or loss of life, to give immediate notice thereof to the Commissioners, to the end that they might make due investigation thereof.

The Commissioners are happy to be able to state that up to this date no serious accidents have occurred on any of the railroads in Iowa requiring special investigation by them, a fact indicating the commendable care and prudence with which the companies guard against this class of mishaps. It is sincerely to be hoped that this fortunate exemption from accident may be unremitting, and that the railway companies will continue their surveillance and other means for the prevention of injuries to employes and others.

PUBLICITY OF RAILROAD MANAGEMENT THEIR BEST SECURITY.

Until within a few years it has been the policy of the railroad corporations to conceal their management and business not only from public view, but frequently from the eyes of their own stockholders. This is now generally conceded to have been a mistaken policy, and the developments of recent years have shown it to have been pernicious as well. Concealment had the effect to inspire distrust, and distrust grew into a general want of confidence. Thousands of people were persuaded to invest their capital in these enterprises, many of them having but small means and being limited investors. The policy of secrecy on the part of the management aroused the suspicion of stockholders and of the public, and public sentiment at last became so strong that most of the better class of corporations have conceded the justice and necessity of publicity in order to the protection of their property from the suspicion and distrust which often produced damaging effects upon its value. The same policy of concealment prevailed for many years in England, but it has at last, as in this country, given way to the more healthful one of publicity. Relying upon the secrecy of their management many corporations have in years past found opportunity for mismanagement and frauds, and shameless scandals have now and then broken upon the astonished public, bringing wreck to the property, loss to the smaller stockholders, and injury to the communities where their lines run. The report of the Massachusetts Commissioners for 1875 devoted considerable space to this subject, and a subsequent legislature enacted a stringent law in accordance with the suggestions and recommendations. While the Commissioners of Iowa have no special recommendation to make on this matter, they take this opportunity to say that whatever may contribute to the most thorough and complete publicity of the affairs of railroad corporations can but prove of great ultimate value to the companies themselves, and work to the establishment of confidence in the public mind through the exercise of mutual trust between the companies and the people. As the diffusion of information upon all enterprises of a public or *quasi* public character is the surest check upon mismanagement, it is equally efficacious in securing public confidence, both being calculated to conserve the interests and protect the value of that to which they relate.

RAILROAD CONSTRUCTION DURING 1878.

Within the past year, in fact, during the last eight months, no less than five branches of main railway lines have been constructed and put into successful operation, and one company has extended its line over one hundred miles. These newly-constructed lines are as follows :

Chicago, Milwaukee & St. Paul extension from Algona westward	105	miles.
Avoca & Harlan Branch of the C., R. I. & P.....	13½	miles.
Atlantic & Audubon Branch of the C., R. I. & P.....	25½	miles.
Creston & Northern Branch of the C., B. & Q	30	miles.
Chariton & Indianola Branch of the C. B. & Q.....	33	miles.
Hastings, Sidney & Nebraska Branch of the C., B. & Q.....	23	miles.
Total.....	230	miles.

This addition to the amount of road reported in the Railroad returns to this office swells the aggregate in the State to 4,387 miles. During the preceding four years a fraction less than 310 miles was constructed, and hence the exhibit of the present year is very gratifying. If it is not the sure index of a general restoration of confidence among capitalists in railway investments, it is at least conclusive evidence of the steady and encouraging growth of Iowa trade, productions, and commerce. It suggests, also, whether the relaxation of our laws regulating railroads—the enactment of an elastic system of control in lieu of the arbitrary and inflexible law of 1874 known as the Tariff act—may not have served as a re-assurance that both the legislature and the people have no desire to cripple existing lines, or prevent such a multiplication of our railroad miles as our growing commerce seems to require. With no purpose to discuss the causes which have contributed to a revival of railway construction, the facts noted possess a significance that will not escape the observation of all reflecting men. It is certainly advisable that legislation unfriendly to the extension of the railroad system of our state shall be carefully avoided, and that all rational encouragement shall be enacted instead. Capital is the soul of business, and whatever serves to encourage its investment in the state, with just conditions and limitations, should be granted ungrudgingly and without hesitation.

RAILROAD COMMISSIONERS' CONVENTION AT COLUMBUS.

November 12th, of the current year, a national convention of the Railroad Commissioners of the several states was held at Columbus, Ohio—the session continuing two days. In the performance of their duties respectively by the Boards of the several states, no little embarrassment was felt from a lack of uniformity in the methods with which railroad corporations kept their accounts, and from the diversity of reports and the dates thereof required of the companies by the different states. As many of the lines of railroad were of an inter-state character, this lack of uniformity was found to work not only serious and needless hardship to the railroad companies, but tended to strip the reports themselves of much that would otherwise be of obvious value to the several Boards of Commissioners in collating statistical information concerning the railroads and the commerce of the different states, and especially for purposes of comparison. The diversity of railroad taxation was also deemed a matter that came within the advisory province of the Boards of Commissioners. These were the several matters considered by the convention, and deeming the action taken of much importance to the better success of the Commissioner system, and to both the railroads and the public, we insert in this report the more salient and suggestive features thereof.

The following states, with the names of the Commissioners, were represented:

Connecticut—George M. Woodruff, Geo. W. Arnold, J. W. Bacon.

Illinois—W. M. Smith, George W. Bogue, J. H. Oberly, and Secretary M. H. Chamberlain.

Iowa—Peter A. Dey, M. C. Woodruff, and Secretary J. S. Cameron.

Massachusetts—Charles Francis Adams, Jr., A. D. Briggs, E. W. Kinsley, and Secretary J. H. Goodspeed.

Michigan—W. D. Williams.

Missouri—John Walker, John S. Marmaduke, James Harding, and Secretary George C. Pratt.

Ohio—Wm. Bell, Jr., and Secretaries Sam. C. Bell and Frank W. Merrick.

Vermont—Myron W. Bailey.

Virginia—Thomas H. Carter.

Wisconsin—A. J. Turner.

Washington, D. C.—Thomas French, Auditor of Railroad Accounts.

A committee of five, to-wit: W. D. Williams, C. F. Adams, Jr., J. H. Oberly, P. A. Dey, and J. S. Marmaduke, were appointed to report subjects for action. After exhaustive discussion the following resolutions were adopted:

WHEREAS, It is of the utmost importance to the material interests of the country as well as the officials and holders of the securities of the railroad corporations, that the returns and reports of those corporations should fairly and correctly represent their doings and financial standing; and whereas this result can only be secured through a general uniformity in the methods in which the books of the corporations are kept, from which the returns are drawn; and whereas, finally, this result can best be arrived at through the voluntary co-operation of the representatives of those corporations; therefore

Resolved, That a committee of five be appointed to consider this subject and to mature a form of returns and system of uniform railroad bookkeeping, so far as the same is practicable, and that the said committee be instructed to invite Messrs. M. M. Kirkman, of Chicago, W. P. Shinn, of Pennsylvania, — Wilber, of Boston, C. P. Seland, of Cleveland, and Joseph S. Ford, of Missouri, and such others as to the committee may seem proper, as a committee of representative professional railroad accountants of the country, to co-operate with and advise them in the performance of their duty.

The committee of five created by this resolution comprises the following Commissioners: G. M. Woodruff, of Connecticut, G. M. Bogue, of Illinois, Thomas H. Carter, of Virginia, M. C. Woodruff, of Iowa, and A. J. Turner, of Wisconsin

The second resolution was as follows:

Resolved, That a committee of three be appointed to examine into and report the method of taxation as respects railroads and railroad securities now in use in the various states of the Union as well as in foreign countries, and further to report a plan for an equitable and uniform system for such taxation at the next meeting of this convention.

On this resolution the committee appointed were: C. F. Adams, Jr. of Massachusetts, W. D. Williams, of Michigan, and J. H. Oberly, of Illinois.

These committees were instructed to report at the next meeting of the convention, which is to be held on the second Tuesday in June, 1879.

It may be observed here that the first resolution had the unanimous approval of the convention. Although the legislature of Massachusetts had provided a uniform system of keeping railroad accounts, it was thought advisable that the several Boards of Commissioners abstain from the recommendation of a like enactment in their respective states, but refer the matter to a committee for investigation, and to a future

convention for concerted action, in the hope that the several states would see the importance of adopting a system which should be uniform among them all. We are clearly of the opinion that such uniformity of account keeping and of railroad reports, as is contemplated, will prove of incalculable advantage to the railroads, the Boards of Commissioners, the legislatures, and the public, and we are strongly of the opinion that it will be adopted by all the states, should the committee chosen by the Columbus Convention succeed in devising a satisfactory method.

PETER A. DEY,
JAMES W. McDILL,
M. C. WOODRUFF,
Commissioners.

ATTEST:

J. S. CAMERON,
Secretary.

COMPILATION

FROM

RAILROAD RETURNS.

TABLE I.
CAPITAL STOCK.

Amount realized.	Amount held in low.	No. of stockhold- ers.	No. of stockhold- ers in low.
\$6,500,000.00	00	00	00
1,798,700.00	00	385	284
27,729,916.51	00	00	00
27,688,744.00	00	1,766	1
38,812,500.00	00	844	1
8,918,200.00	00	389	13
50,000.00	00	8	2
7,610,000.00	00	287	38
658,000.00	00	126	5
20,980,000.00	00	1,705	8
6,245,600.00	00	00	00
6,156,600.00	00	00	00
8,420,000.00	00	29	19
4,900,000.00	00	00	00
1,180,804.50	00	96	49
78,925.60	00	588	588
4,899,950.82	00	887	9
4,625,000.00	00	200	14
1,598,500.00	00	18	3

TABLE II.
DEBT.

Kansas City, St. Joseph & Council Bluffs.....	249.88	7,484,909.74	24,168.88	7,509,128.72	80,056.96	10,274,363.40	41,238.20
Keokuk & Des Moines	162.20	2,700,400.00	.....00	2,700,400.00	16,066.67	6,625,000.00	40,892.67
Missouri, Iowa & Nebraska.....	85.00	1,800,000.00	.....00	1,800,000.00	21,176.00	8,280,075.00	88,853.85
Newton & Monroe	17.00	.....00	.....00	.....00	.....00	85,000.00	5,000.00
St. Louis, Ottumwa & Cedar Rapids.....	48.80	.....00	.....00	.....00	.....00	.....00	.....00
St. Louis City & Pacific	107.42	8,256,820.00	1,149,859.77	4,405,679.77	41,013.50	6,474,079.77	60,268.65
St. Louis City & Pembina	17.50	105,000.00	203,889.21	808,889.21	17,651.00	418,889.21	28,651.00
Dakota Southern	61.50	600,000.00	2,128,659.89	2,728,659.89	44,896.00	4,228,659.89	68,716.00
St. Louis City & St. Paul.....	128.50	2,868,500.00	† 500,000.00	2,868,500.00	28,210.00	5,686,500.00	45,882.00
Toledo & Northwestern.....	8.00	.....00	.....00	.....00	.....00	11,150.00	8,716.67
NAKHOW-GAUGE.							
Burlington & Northwestern.....	33.08	.....00	60,000.00	60,000.00	1,779.00	185,442.48	5,779.00
Crooked Creek Railway & Coal Company.....	8.67	.....00	.....00	.....00	.....00	71,500.00	8,985.00
Des Moines & Minneapolis	58.78	262,000.00	97,902.83	829,902.83	5,688.00	485,092.62	8,600.00
Iowa Eastern	19.10	270,000.00	19,050.00	289,050.00	14,600.00	.....00	.....00
Waukon & Mississippi.....	23.60	27,000.00	44,908.00	71,908.00	8,126.43	155,208.00	6,748.18
Totals		\$154,155,223.88	\$5,985,587.14	\$160,140,809.52	\$19,158.27	\$344,429,452.08	\$41,084.89

* Sold on Receiver's certificates to E. C. R. & N. Ry. Co., and no stock issued.
† Includes all lines owned or worked by the Company.
‡ Estimated.

TABLE III.
COST.

Roads.	Road per mile.	Equipment.	Equipment per mile.	Total of Road and equipment.	Total per mile.	Proportion for Iowa.
\$ 1,161,067.50	19,308.20	8,301,001.60	6,922.00	71,475,501.32	59,002.02	11,466,800.00
68,174,408.72	52,680.02	8,301,001.60	6,922.00	71,475,501.32	59,002.02	11,466,800.00
1,487,868.65	21,613.70	8,301,001.60	6,922.00	71,475,501.32	59,002.02	11,466,800.00
1,161,067.50	19,308.20	8,301,001.60	6,922.00	71,475,501.32	59,002.02	11,466,800.00
6,116,368.43	29,406.46	649,769.74	2,643.12	6,868,109.16	32,048.60	6,868,109.02
1,731,578.63	30,921.00	41,218.61	788.00	2,400,000.00	27,538.00	2,400,000.00
64,000.00	5,882.00	10,800.00	824.00	1,772,797.24	31,657.00	1,772,797.24
82,506.97	6,037.00	8,325.00	244.00	68,200.00	6,457.00	68,200.00
				86,880.97	8,302.00	86,880.97
				5,780,880.96	40,157.00	5,780,880.96
				7,585,000.00	41,292.00	7,585,000.00
				8,178,500.00	42,000.00	8,178,500.00

Illinois Central operates { Iowa Falls & Sioux City
{ Cedar Falls & Minnesota

182.69
76.58

Iowa Railway, Coal & Manufacturing Co.....	8.25	41,851.72	12,723.00	4,000.00	1,280.00	45,851.72	13,953.00	45,851.72
Kansas City, St. Jo. & Council Bluffs.....	249.53	9,204,355.30	36,842.52	1,167,418.88	4,672.85	10,371,783.63	41,515.87	2,284,772.19
Keokuk & Des Moines.....	162.20	.....	.....	.....	.....	6,270,351.09	88,708.87	6,270,351.09
Missouri, Iowa & Nebraska.....	85.00	1,767,466.83	20,676.08	141,832.88	1,668.62	1,899,279.71	22,844.70	385,170.50
Newton & Monroe†.....	17.00	85,000.00	5,000.00	00	00	85,000.00	5,000.00	85,000.00
St. Louis, Ottumwa & Cedar Rapids.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City & Pacific.....	107.42	.....	.....	.....	.....	6,388,788.12	49,700.07	3,999,864.68
Sioux City & Pembina.....	17.50	.....	.....	.....	.....	210,000.00	12,000.00	.....
Dakota Southern... ..	6.50	.....	.....	.....	.....	2,700,000.00	43,902.00	228,200.00
Sioux City & St. Paul.....	123.50	.....	.....	.....	.....	5,457,983.82	36,878.00	3,001,868.60
Toledo & Northwestern.....	8.00	50,000.00	16,666.66	3,100.00	1,088.88	53,100.00	17,700.00	53,100.00
NARROW-GAUGE ROADS.								
Burlington & Northwestern.....	33.80	153,861.92	4,552.00	82,235.19	954.00	186,097.11	5,506.00	186,097.11
Crooked Creek Railway & Coal Co.....	8.00	41,618.00	5,201.75	12,400.00	1,515.00	54,018.00	6,751.75	54,018.00
Des Moines & Minneapolis.....	56.73	452,395.46	7,987.00	47,647.00	868.00	500,142.46	8,781.00	500,142.46
Iowa Eastern.....	19.10	.....	.....	.....	.....	.....	.....	.....
Waukon & Mississippi.....	23.00	107,470.05	4,672.00	6,641.64	872.00	114,111.09	5,043.95	114,111.09
Totals.....	.....	\$185,423,432.99	.....	\$19,767,477.89	.....	\$316,185,872.00	.....	\$180,967,401.55

* Cost, not returned—taken by Commissioners from stock and debt.
† Equipment leased.

TABLE IV.
EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.				FREIGHT DEPARTMENT.				Total earnings.	Proportion for Iowa.
	Passengers.	Express.	Mails.	Total.	Total.	Per train.	Miscellaneous earnings.			
Burlington, Cedar Rapids & Northern.....	\$ 808,924.84	\$ 16,882.81	\$ 24,479.46	\$ 850,287.11	1,254,476.73	2.43	\$ 00	\$ 1,614,762.63	\$ 1,565,598.47	
Chicago, Clinton & Western.....	8,809.60	890.17	168.66	4,300.43	5,531.98	.....	3,403.05	13,241.41	13,241.41
Burlington & Southwestern.....	80,902.56	4,164.12	8,551.78	52,118.46	134,690.54	1.18	470.48	187,955.50	119,251.75	
Central Railroad of Iowa.....	188,280.70	6,166.71	11,564.07	205,911.48	600,868.85	1.92	84,800.50	841,885.35	841,885.35	
and Pacific.....	845,811.44	.....	.....	.....	8,312,184.94	.....	183,440.16	4,280,888.54	4,280,888.54
Dubuque & Minnesota.....	1,040,574.25	155,400.91	160,723.65	2,356,700.81	8,718,499.57	1.77	55,064.53	9,119,411.56	876,119.22	
Western.....	18,296.75	1,081.00	4,692.86	19,070.61	56,356.50	1.31	529.74	77,908.37	77,908.37	
Dodge.....	2,973,107.68	247,987.52	268,559.98	3,489,655.18	0,054,867.36	1.77	77,563.90	13,617,116.42	3,423,179.15	
Eastern.....	83,168.49	1,890.12	3,613.06	87,671.67	48,660.27	1.09	189.93	87,721.86	87,721.86	
and Pacific.....	1,906,956.09	109,200.00	150,763.20	2,166,919.29	5,979,840.66	1.32	219,006.60	8,286,486.54	4,966,938.73	
Dubuque & Minnesota.....	149,841.53	8,831.61	18,044.00	176,717.14	571,588.42	.....	780.00	583,594.95	500,383.31
Western.....	99,146.81	2,622.47	7,506.44	109,275.72	148,272.77	.....	78.97	223,627.47	222,627.47
Dodge.....	56,190.20	2,744.00	4,247.20	63,181.40	115,614.81	2.02	3,010.28	132,812.44	162,312.44	
Eastern.....	33,801.20	1,200.90	2,674.84	37,676.94	57,075.00	.....	2,355.16	102,107.10	102,107.10
ntesuma.....	853.89	50.00	.....	903.89	2,173.59	.....	.....	8,077.48	8,077.48
Coal & Manufacturing Co.....	420,266.51	21,327.38	84,655.80	526,249.69	1,212,339.05	1.46	16,064.33	1,707,703.06	1,707,703.06	
Kansas City, St. Joseph & Council Bluffs.....	190.34	.....	.....	190.34	9,190.00	.....	45.00	9,425.34	9,425.34
Keokuk.....	426,194.91	18,258.32	31,107.04	475,560.27	971,112.21	.....	52,357.32	1,490,029.80	823,900.73
Missouri.....	176,334.98	19,532.10	12,365.87	208,232.85	346,729.88	1.78	12,000.00	586,982.63	586,982.63	
Newton & St. Louis.....	24,977.45	768.03	4,200.10	29,945.58	68,762.11	1.29	189.66	98,337.34	17,166.98	
St. Louis, C.....	4,652.23	.....	.....	4,652.23	18,434.75	.90	.....	23,048.63	23,048.63
St. Louis, C.....	26,278.57	1,766.44	2,912.23	30,957.24	38,740.96	.....	12,025.50	81,728.72	81,728.72
St. Louis City & Pacific.....	76,757.29	2,190.68	7,475.40	86,423.37	149,302.14	2.61	47,599.87	233,726.39	233,726.39	
St. Louis City & Pembina.....	51,456.37	2,167.76	6,100.56	59,724.71	172,823.37	3.54	1,943.45	283,990.48	27,463.00	

Sioux City & St. Paul.....	56,283.53	6,000.00	7,785.96	104,019.49	1.05	288,276.82	2.11	19,268.63	407,548.68	224,151.74
Toledo & Northwestern.....	1,080.68	100.00	800.00	1,480.68	.16	4,276.48	.47	..... 00	5,707.16	5,707.16
NARROW-GAUGE.										
Burlington & Northwestern.....	8,767.73	283.12	848.90	4,970.75	.....	10,249.24	.....	.....	15,149.99	15,149.99
Crooked Creek Railway & Coal Co.....	440.22	..... 00	..... 00	440.22	.....	4,248.90	.....	.....	4,689.12	4,689.12
Des Moines & Minneapolis.....	80,584.78	1,472.80	1,856.00	83,918.58	.....	81,157.88	.....	.....	65,068.91	65,068.91
Iowa Eastern.....	1,804.90	76.79	981.72	2,863.41	.....	18,210.83	.....	.....	21,173.74	21,173.74
Waukon & Mississippi.....	.....	.....	.....	.....	.....	.....	.....	.....	17,400.00	17,400.00
Totals	\$9,819,118.44	\$ 62,708.69	\$ 766,194.24	\$11,212,349.55	.....	\$82,211,878.46	.....	\$ 695,662.03	\$44,119,285.04	\$20,714,496.07

* For 11 months.
† For 8 months.
‡ For 2¼ months.

TABLE V.
OPERATING EXPENSES.

	Proportion for Iowa.
1	\$ 1,023,438.82
2	12,682.40
3	125,212.17
4	599,618.68
5	2,786,646.81
6	557,715.97
7	97,685.97
8	1,703,171.15
9	117,574.78
10	2,688,054.62
11	946,521.34
12	204,888.89
13	180,835.88
14	97,514.20
15	2,767.24
16	1,010,888.98
17	6,411.11
18	231,615.95
19	418,629.46
20	17,691.25
21	14,888.29
22	105,510.00
23	178,687.30
24	22,187.51
25	140,000.13
26	4,532.16

NARROW GAUGE.									
Burlington & Northwestern.....	38.80	2,591.85	615.08	4,971.68	2,726.19	10,904.80	822.00	.45	10,904.80
Crooked Creek Railway & Coal Co.....	8	1,040.00	25.00	2,568.00	2,090.64	6,748.64	717.85	.90	6,748.64
Des Moines & Minneapolis.....	87.00	11,037.62	4,839.48	17,996.04	7,773.88	42,251.45	1,182.00	.....	42,251.45
Iowa Eastern	19.10	2,977.36	618.21	7,821.40	3,278.03	14,190.00	742.98	.....	14,190.00
Waukon & Mississippi.....	28.00	.....	.....	.....	.....	8,629.11	875.18	.....	8,629.11
Totals		\$7,876,042.61	\$8,744,677.28	\$10,192,997.91	\$2,591,028.44	\$25,026,662.84	.....	.....	\$12,565,950.23

* For eleven months.
† Includes 16 miles from Eddyville to Ottumwa and 18.8 miles from Grinnell to Montezuma; operated 9½ months.
‡ Includes branches to Keokuk, Knoxville, Leon, Hopkins, Clarinda, Nebraska City, and Council Bluffs.
§ Of road in Iowa.
|| Includes track from Marlon to Cedar Rapids.
¶ And branches.
** Includes all lines operated.
†† For two and one-half months.
‡‡ For eight and one half months.

TABLE VI.
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	Miles.	OPERATING EXPENSES.			EARNINGS.			DIFFERENCE.		Percentage of ex- penses to earn- ings.	Percentage of net earnings to op- erating expenses and debt.
		Total.	Per mile.	Per train.	Total.	Per mile.	Per train.	Earnings above ex- penses.	Expenses above earnings.		
Burlington, Cedar Rapids & Northern	425.83	\$1,054,451.57	\$2,481.06	\$1.30	\$1,614,762.63	\$3,790.52	\$1.88	\$560,311.06	\$	65	04.6
Chicago, Clinton & Western	10.00	12,562.40	1,256.24	...	13,241.41	1,324.14	...	679.01	...	96	...
Burlington & Southwestern	142.03	197,184.53	1,388.00	...	187,955.50	1,323.56	...	9,229.02	...	105	...
Central Railroad of Iowa	220.44	569,618.66	2,584.00	1.02	811,335.86	3,681.17	1.50	272,216.67	...	68	00.3
	522.90	2,793,648.81	5,329.00	...	4,290,893.54	8,207.70	...	1,420,691.14	...	74	04.3
	1,412.34	4,968,341.14	3,518.85	1.23	9,108,411.56	6,450.64	1.42	4,141,070.42	...	64	07.0
	93.00	97,885.97	1,052.53	...	77,998.57	837.73	1.21	19,777.61	...	125	...
	1,656.96	6,754,305.80	4,078.71	1.32	13,617,116.42	8,228.88	1.66	6,862,810.62	...	50	09.3
	68.50	117,574.73	1,708.96	1.33	87,731.86	1,273.08	.99	29,842.87	...	134	...
	1,003.20	4,358,204.97	4,352.99	.78	8,268,686.54	8,204.16	1.83	3,908,481.57	...	58	09.4
	208.10	277,647.59	1,335.05	...	538,594.96	2,584.12	...	260,947.37	...	59	04.0
	160.45	204,888.89	1,275.00	...	232,627.47	1,453.00	...	17,738.58	...	92	00.3
	87.20	180,335.33	1,498.58	1.17	182,812.44	2,086.47	1.61	52,476.61	...	71	00.3
	59.00	97,514.20	1,652.76	...	102,107.10	1,730.77	...	4,592.90	...	85	00.2
	13.61	2,787.24	203.00	...	3,077.43	226.00	...	310.24	...	90	00.1
	402.16	1,010,898.96	2,513.00	.74	1,707,703.06	4,246.33	1.26	696,804.08	...	59	04.2
	8.25	6,411.11	1,972.00	...	9,425.34	3,086.00	...	3,560.98	...	64	05.9
	949.83	1,074,952.56	4,302.73	...	1,499,028.80	6,000.20	...	424,077.24	...	72	04.7
	162.20	418,529.46	2,580.33	1.04	568,912.68	3,498.45	1.26	149,033.53	...	74	04.1
	86.00	101,950.46	1,186.40	...	96,327.34	1,120.67	...	5,623.12	...	108	...
	17.00	14,383.29	846.07	.70	23,088.96	1,358.05	1.13	8,708.68	...	62	10.3
St. Louis, Ottumwa & Cedar Rapids	43.30	108,510.00	2,455.00	...	81,723.72	1,889.00	...	26,786.28	...	180	...
Sioux City & Pacific	60.47	178,697.30	2,938.66	1.19	283,326.33	4,685.04	1.45	104,628.03	...	74	01.3
Sioux City & Pembina	79.00	126,359.29	1,586.63	1.44	283,890.43	3,593.53	2.67	157,531.14	...	54	04.3
Sioux City & St. Paul	147.50	272,909.39	1,849.00	1.11	407,548.68	2,768.71	1.76	134,639.29	...	66	03.0
Toledo & Northwestern	3.00	4,552.16	1,517.33	.51	5,707.16	1,902.39	.63	1,155.00	...	80	10.0

NARROW-GAUGE.											
Burlington & Northwestern	33.80	10,901.30	322.00	.45	15,149.99	449.00	.03	4,245.09	.....	72	02.2
Crooked Creek Railway & Coal Company	8	5,743.64	717.95	.90	4,889.12	586.14	.....	.....	1,054.52	123	.....
Des Moines & Minneapolis	87.00	42,251.45	1,184.00	.....	65,088.91	1,759.00	.....	32,817.48	.....	65	04.6
Iowa Eastern	19.10	14,190.00	742.08	.....	21,178.74	1,008.00	.....	6,988.74	.....	67	102.5
Waukon & Mississippi	28	8,629.11	875.18	.....	17,400.00	787.00	.....	8,770.89	.....	50	05.9
Totals.....	.....	25,026,662.84	.....	.....	44,119,285.84	.....	.....	19,175,187.96	87,828.51	.....	.....

* Iowa lines.
† On all lines operated.
‡ For two and a half months.
§ Of stock and debt of leased lines in Iowa.
|| On debt.
¶ For eight and a half months.

TABLE VII.

RAILROADS.	Miles.	Total Receipts.	Total Operating Expenses.
Burlington, Cedar Rapids & Northern.....	425.83	\$ 1,681,188.91	\$ 1,051,451.57
Chicago, Clinton & Western.....	10	18,241.41	12,562.40
Burlington & Southwestern.....	.....	187,955.50	197,184.52
Central Railroad of Iowa.....	220.44	841,835.35	569,618.68
Chicago, Burlington & Quincy.....	1,620.50	13,450,494.87	7,762,610.85
Chicago, Milwaukee & St. Paul.....	1,412.34	9,109,411.56	4,968,341.14
Sabula, Ackley & Dakota.....	98.00	77,908.37	97,685.97
Chicago & Northwestern*.....	1,656.96	13,617,116.42	6,754,805.80
Iowa Midland.....	68.80	87,721.86	117,574.73
Chicago, Rock Island & Pacific*....	1,008.20	8,266,666.54	4,358,204.97
Chicago, Clinton, Dubuque & Minnesota.....	208.10	588,594.96	277,647.59
Davenport & Northwestern.....	160.65	222,627.47	204,888.89
Des Moines & Ft. Dodge.....	87.20	182,812.44	130,335.83
Dubuque Southwestern.....	56.00	102,107.10	97,514.20
Grinnell & Montezuma.....	18.61	3,077.48	2,767.24
Illinois Central†.....	402.16	1,707,703.06	1,010,869.98
Iowa Railway, Coal & Manufacturing Company.....	3.25	9,425.34	6,411.11
Kansas City, St. Joseph & Council Bluffs.....	249.83	1,499,029.80	1,074,952.56
Keokuk & Des Moines.....	162.20	566,962.68	418,529.46
Missouri, Iowa & Nebraska.....	85.00	98,827.34	101,950.46
Newton & Monroe.....	17	23,086.98	14,383.29
St. Louis, Ottumwa & Cedar Rapids‡.....	48.30	81,723.72	106,510.00
Sioux City & Pacific.....	80.47	283,326.33	178,697.30
Sioux City & Pembina.....	79.00	283,890.43	125,359.29
Sioux City & St. Paul.....	147.50	407,548.63	272,969.39
Toledo & Northwestern.....	8	5,707.16	4,582.16
NARROW GAUGE.			
Burlington & Northwestern.....	33.8	15,149.99	10,904.30
Crooked Creek Railway & Coal Company.....	8.00	4,689.12	5,743.64
Des Moines & Minneapolis.....	37.00	65,068.91	42,261.45
Iowa Eastern.....	19.10	21,173.74	14,190.00
Waukon & Mississippi||.....	23	17,400.00	8,629.11
Total.....		\$53,428,422.97	\$30,002,627.88

*On all lines operated.
†Operated 2½ months.
‡Iowa lines.
§Operated by St. Louis, Kansas City & Northern.
|| For 8½ months.

OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED
WITH EARNINGS.

INTEREST & RENTAL.		Total Operat'g Ex- penses, Interest, and Rental.	Taxes paid in Iowa.	Excess of receipts over operating expenses, inter- est, and rental.	Excess of Operat'g Expenses, Inter- est, and Rental over Receipts.	FOR MILES IN IOWA.	
Paid.	Unpaid.					Receipts	Excess of Receipts
\$ 335,709.99	.....00	\$1,390,161.56	\$ 89,			\$ 274,795.98	
.....00	.....00	12,502.40	.....			679.01	
.....†	.....†	+197,184.52	*5,			12	5,299.22
.....†	.....†	+500,618.68	20,			272,216.67	
2,264,524.82	.....	10,027,235.67	100,			1,104,610.56	
2,160,000.00	7,027.39	7,125,808.43	80,			843,430.30	
.....	.....	97,685.97	6,			80	19,777.60
3,002,281.41	.....	10,356,537.21	106,			886,789.94	
108,400.00	.....	226,574.78	5,			57	137,552.57
1,004,545.00	.....	5,362,749.97	118,			1,907,027.36	
.....	.....	277,647.59	4,			229,683.36	
2,273.16	86,500.00	292,662.05	11,			18	70,084.56
65,620.00	.....00	196,855.83	8,			19	13,043.39
.....	38,995.00	186,509.20	4,194.41		84,402.10	.....	84,402.10
.....	8,000.00	10,767.24	*910.00		7,689.76	.....	7,689.76
693,899.89	.....00	1,707,789.37	66,575.41		30.81	.....	36.81
.....00	.....00	6,411.11	412.22	8,014.23	8,014.23	.....	.....
267,924.23	.....00	1,432,876.79	10,762.84	66,163.01	14,289.05	.....	.....
.....	198,000.32	611,529.78	17,299.94	44,567.10	44,567.10	.....	44,567.10
.....	126,000.00	227,950.46	900.17	129,123.12	22,497.50	.....	22,497.50
.....00	.....00	14,883.29	568.43	8,708.69	8,708.69	.....	.....
22,575.00	.....	129,085.00	*3,484.00	.....	47,861.26	.....	47,861.26
110,765.00	1,560.00	291,012.30	8,145.45	7,685.97	7,685.97	.....	7,685.97
25,964.31	.....00	151,343.60	2,007.68	32,546.83	19,481.05	.....	.....
.....	244,889.89	517,839.23	3,589.78	109,790.65	60,824.85	.....	60,824.85
.....00	.....00	4,582.16	120.38	1,125.00	1,125.00	.....	.....
10,444.23	.....	21,343.53	408.73	6,196.59	6,196.59	.....	6,196.59
.....00	.....00	5,743.64	265.64	1,054.52	1,054.52	.....	1,054.52
15,744.19	6,873.00	64,883.64	2,372.12	200.27	200.27	.....	.....
.....	22,404.00	86,594.00	562.91	15,420.36	15,420.36	.....	15,420.36
1,060.00	.....	9,709.11	*680.00	7,690.89	7,690.89	.....	.....
\$10,784,281.28	\$733,722.60	\$41,520,638.76	\$694,912.65	\$12,556,051.33	\$663,267.62	\$4,923,637.81	\$ 508,636.40

* Estimated

† No interest reported.

‡ Unable to obtain the information.

TABLE VIII.
TRACK IN IOWA.*

*In this table, trackage simply leased is not included.
†Branches leased.
‡Sidings estimated.

TABLE IX—CONTINUED.

RAILROAD	BRIDGES.						CROSSINGS.														
	WOODEN.		IRON.		STONE.		WOODEN TRUSS.		COMBINATION.		RAIL-ROADS.		HIGHWAY.								
	Number.	Average length, feet.	Number.	Average length, feet.	Number.	Average length, feet.	Number.	Average length, feet.	Number.	Average length, feet.	At grade.	Over or under grade.	At grade.	Under track.	Over track.	Under track.	18 ft. above track.	Not 18 feet above track.	Bridges.	At which flagmen are gates or	
St. Louis, Ottumwa & Cedar Rapids.	9	1,202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sionx City & Pacific.	2	820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sionx City & Pembina.	5	640	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sionx City & St. Paul.	5	326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Toledo & Northwestern.	4	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	20	1,999	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	2,446	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	37	2,446	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0									

♦ **Estimated.**

TABLE X.

STATIONS, PERSONS EMPLOYED, AND FENCING.

E
C
C
C
C
I
I
I
I
I
I
I

*Evidently error.

† Estimated.

TABLE XI.

RAILROADS.	LOCOMOTIVES.				
	NO. WEIGHING MORE THAN			Total.	Equip'd with train brake.
	80 tons.	20 tons.	10 tons.		
Burlington, Cedar Rapids & Northern.....	16	21	.....0	87	26
Chicago, Clinton & Western.....	1	.....0	.....0	1	0
Burlington & Southwestern.....	.....	5	.....0	5	0
Central Railroad of Iowa.....	14	8	.....0	22	9
Chicago, Burlington & Quincy.....	110	16	.....0	126	123
Chicago, Milwaukee & St. Paul*.....	16	6	.....0	22	4
Sabula, Ackley & Dakota.....	.....0	8	.....0	8	3
Chicago & Northwestern.....	188	151	5	342	111
Iowa Midland.....	.....0	.....0	.....0	.....0	0
Chicago, Rock Island & Pacific.....	185	43	1	229	44
Chicago, Clinton, Dubuque & Minnesota.....	4	8	.....0	12	5
Davenport & Northwestern.....	5	3	.....0	8	0
Des Moines & Ft. Dodge.....	.....0	8	1	9	4
Dubuque Southwestern.....	.....	4	.....0	4	0
Grinnell & Montezuma.....	.....0	.....0	1	1	0
Illinois Central.....	38	16	.....0	52	4
Iowa Railway, Coal & Manufacturing Co.....	.....0	1	.....0	1	0
Kansas City, St. Jo. & Council Bluffs.....	11	20	.....0	31	14
Keokuk & Des Moines.....	11	6	1	18	6
Missouri, Iowa & Nebraska.....	5	.....0	.....0	5	0
Newton & Monroe.....	.....0	.....1	.....0	1	0
St. Louis, Ottumwa & Cedar Rapids.....	1	1	.....0	2	4
Sioux City & Pacific.....	2	11	.....0	13	3
Sioux City & St. Paul	5	8	.....0	13	4
Sioux City & Pembina.....	.....	4	.....0	4	0
Toledo & North western .....	.....0	1	.....0	1	0
NARROW-GAUGE.					
Burlington & Northwestern.....	.....0	.....0	2	2	0
Crooked Creek Railway & Coal Co.....	.....0	.....0	1	1	0
Des Moines & Minneapolis.....	.....0	.....0	4	4	0
Iowa Eastern.....	.....0	.....0	1	1	0
Waukon & Mississippi.....	.....0	.....0	1	1	0
Totals.....	608	350	18	976	364

*Evidently proportioned for Iowa.

EQUIPMENT.

CARS.									
Passenger cars.	Passenger cars with train brake.	Express and baggage cars.	Box freight cars.	Stock cars.	Platform cars.	Conductors' way-cars.	Other cars.	Total of cars.	Kind of brake used on passenger cars.
16	16	12	728	51	295	21	190	1,850	Westinghouse air brake.
0	0	0	0	0	0	0	0	0	Hand.....
8	8	2	24	25	54	2	48	158	Hand.....
9	9	6	815	80	220	15	2	619	Westinghouse.....
116	116	63	5,218	859	1,925	176	787	8,668	Westinghouse.....
12	6	6	400	20	55	14	0	529	Westinghouse.....
4	4	8	100	50	25	8	0	185	Westinghouse.....
173	173	67	4,473	604	3,032	140	422	9,253	Westinghouse.....
0	0	0	0	0	0	0	0	0	.....
91	91	32	2,543	654	1,070	86	315	5,020	Westinghouse.....
9	9	4	196	144	78	4	2	449	Westinghouse.....
7	0	8	49	10	41	2	2	122	Hand.....
6	6	2	73	18	62	3	0	178	Westinghouse.....
2	0	2	37	0	83	2	19	95	Hand.....
1	0	1	0	0	1	0	0	2	Hand.....
21	14	15	0	0	0	0	0	1,085	Westinghouse.....
0	0	0	0	0	0	1	0	1	Hand.....
19	19	11	250	23	164	14	825	905	Westinghouse.....
12	12	5	202	100	132	10	73	552	Westinghouse.....
2	0	2	14	25	40	2	0	85	Hand.....
0	0	1	2	0	10	0	0	13	Hand.....
2	2	0	0	0	0	0	0	4	Westinghouse.....
3	4	6	73	20	45	6	4	162	Westinghouse and hand..
10	7	4	295	0	93	0	42	440	Westinghouse and hand..
3	0	2	49	0	26	2	19	101	.....
1	0	0	0	0	0	0	0	1	Hand.....
2	0	0	14	5	19	1	0	39	Hand.....
0	0	1	0	2	23	0	0	31	Hand.....
4	0	2	23	10	16	1	20	76	Hand.....
1	0	2	15	8	7	0	0	33	Hand.....
1	0	0	2	0	8	0	0	11	Hand.....
545	488	254	15,085	2,157	7,479	505	2,270	29,057	.....

TABLE XII.

RAILROADS.	PASSENGER TRAINS.		
	Miles run.	Average no. of cars.	Average tons weight.
Burlington, Cedar Rapids & Northern	859,519	3	266
Chicago, Clinton & Western	113,515	2	.....
Burlington & Southwestern	246,788	4	97
Central Railroad of Iowa .....	.....	.....	.....
Chicago, Burlington & Quincy	591,085	6	.....
Chicago, Milwaukee & St. Paul	81,652	.....	.....
Sabula, Ackley & Dakota	28,383	2	100
Chicago & Northwestern	2,511,612	4	112
Iowa Midland	43,264	4	112
Chicago, Rock Island & Pacific	1,896,587	5	150
Chicago, Clinton, Dubuque & Minnesota	157,754	.....	.....
Davenport & Northwestern	80,128	2	.....
Des Moines & Fort Dodge	54,522	2	.....
Dubuque Southwestern .....	.....	.....	.....
Grinnell & Montezuma .....	.....	4	126
Illinois Central	826,754	.....	.....
Iowa Railway, Coal & Manufacturing Company .....	.....	.....	.....
Kansas City, St. Jo. & Council Bluffs	78,435	4	115
Keokuk & Des Moines	207,897	3	90
Missouri, Iowa & Nebraska	53,210	2	.....
Newton & Monroe .....	.....	.....	.....
Saint Louis, Ottumwa & Cedar Rapids	35,291	2	93
Sioux City & Pacific	105,163	3	103
Sioux City & Pembina	38,493	2	66
Sioux City & St. Paul	94,600	5	120
Toledo & Northwestern .....	.....	.....	.....
NARROW-GAUGE.			
Burlington & Northwestern .....	.....	1	.....
Crooked Creek Railway & Coal Company .....	.....0	0	.....
Des Moines & Minneapolis	44,500	2	45
Iowa Eastern .....	.....	.....	.....
Waukon & Mississippi .....	.....	.....	.....
Totals	6,649,187	.....	.....

MILEAGE—TRAIN, PASSENGER, AND FREIGHT.

FREIGHT TRAINS			MIXED TRAINS	CONSTRUCT'S TRAINS.					
Miles run.	Average no. of cars.	Average tons weight.	Miles run.	Miles run.	Total mileage.	Number of passen- gers carried.	Number of passen- gers carried one mile.	Number of tons of freight carried.	Number of tons of freight carried one mile.
518,948	17	247	.....	179,256	1,057,723	287,634	9,097,369	1,000,526	54,048,609
119,533	15	.....	.....	.....	233,048	.....	.....	.....	.....
312,434	16	176	.....	69,000	628,222	193,094	5,765,672	300,721	26,220,283
2,152,762	15	.....	.....	.....	*2,743,847	.....	.....	.....	.....
399,576	.....	.....	135,795	36,689	*653,712	1,307,753	62,110,479	2,054,590	352,313,393
48,224	15	163	.....0	12,370	88,982	18,490	334,904	55,746	1,897,242
5,673,943	20	220	10,173	281,148	8,479,911	3,201,529	103,275,710	.....	† 597,575,033
44,935	20	220	.....	3,647	91,846	76,049	1,158,226	99,614	2,033,397
4,533,266	18	220	.....	557,817	6,487,670	1,547,814	61,270,208	1,768,118	357,259,086
133,333	.....	.....	22,500	58,725	372,317	87,572	3,963,033	235,853	14,577,349
80,128	.....	.....	27,231	.....	187,487	81,582	.....	77,043	.....
57,142	.....	.....	.....	15,003	126,667	45,646	1,396,807	66,945	2,424,257
.....	.....	.....	.....	.....	66,500	53,598	.....	33,851	.....
787,885	12	177	242,002	131,694	1,488,335	308,680	15,259,812	474,747	60,919,380
.....	.....	.....	.....	.....0	.....	.....	.....	.....	.....
74,396	18	214	.....0	91,250	244,081	.....	.....	.....	.....
194,564	13	188	.....	.....	402,461	157,078	5,486,556	202,985	16,396,424
53,210	12	.....	10,500	2,700	119,620	.....	.....	.....	.....
.....	5	70	20,468	.....	20,468	11,454	150,674	30,475	186,886
89,540	10	160	.....	.....	74,831	30,283	743,494	79,363	2,824,243
48,617	11	150	8,535	3,430	164,745	49,177	2,098,782	83,302	6,109,671
423,203	15	176	.....	.....	461,706	.....	885,217	66,413	8,258,525
136,400	17	212	.....	.....	231,060	44,463	2,223,002	152,323	15,781,914
.....	.....	.....	9,000	.....	9, 00	.....	.....	.....	.....
.....	.....	.....	23,976	.....	23,976	8,592	136,731	5,501	171,203
9,934	.....	.....	.....	.....	9,934	1,468	5,502	6,069	48,552
29,500	.....	.....	.....	.....	74,000	.....	.....	10,123	.....
.....
15,871,538	.....	.....	510,180	1,445,729	21,543,199	7,511,770	280,274,228	6,804,338	1,514,083,462

* In Iowa.

† Whole lines.

TABLE XIII.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.
Cedar Rapids & Northern.....	279,272	45,424	18,985	85,815
Clinton & Western.....				
Southwestern.....				
Road of Iowa.....	82,231	1,991		20,425
Chicago, Burlington & Quincy.....	97,914	4,784	2,646	11,686
Chicago, Milwaukee & St. Paul.....	759,251	233,447	82,007	74,607
Sabula, Ackley & Dakota.....	11,875	178	524	10,663
Chicago & Northwestern.....				
Iowa Midland.....				
Chicago, Rock Island & Pacific.....	422,285	19,429	20,224	181,871
Chicago, Clinton, Dubuque & Minnesota.....	29,202	4,067	1,689	5,265
Davenport & Northwestern.....				
Des Moines & Fort Dodge.....	28,269	231	94	11,213
Dubuque Southwestern.....	4,354	208	515	4,675
Grinnell & Montezuma.....				
Illinois Central.....	152,420	12,609	2,332	49,118
Iowa Railway, Coal & Manufacturing Company.....				
Kansas City, St. Jo. & Council Bluffs.....				
Keokuk & Des Moines.....	64,896	1,478	3,509	20,375
Missouri, Iowa & Nebraska.....				
Newton & Monroe.....	2,417	85	00	983
St. Louis, Ottumwa & Cedar Rapids.....				
Sioux City & Pacific.....	29,432	702	353	7,575
Sioux City & Pembina.....	33,798	1,260	759	1,679
Sioux City & St. Paul.....	56,618	1,454	2,266	1,569
Toledo & Northwestern.....				
NARROW-GAUGE.				
Burlington & Northwestern.....				
Crooked Creek Railway & Coal Company.....				
Des Moines & Minneapolis.....				
Iowa Eastern.....	4,610	690	903	940
Waukon & Mississippi.....				
Totals.....	2,062,399	327,987	86,778	468,154

TONNAGE CLASSIFIED.

Other agrioul- tural products.	Lumber and for- est products.	Coal.	Plaster.	Salt.	Railroadiron and steel rails.	Stone and brick.	Manufactures.	Merchandise and other articles.	Total.
3,085	94,786	85,178	.....	18,794	4,292	.....	48,488	61,715	721,754
.....
.....	25,421	123,865	1,650	1,887	.....	4,774	.....	88,027	800,721
.....	70,618	181,909	.....	.....	7,628	12,124	9,237	88,241	*1,890,887
29,239	847,187	91,517	.....0	20,757	87,725	41,838	80,812	856,202	2,054,590
48	8,080	15,456	77	504	218	2,802	442	4,939	55,746
.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	99,614
19,913	263,901	251,387	19,966	27,896	33,559	36,657	21,672	449,836	†1,768,118
3,236	48,710	12,160	.....	7,984	.....	.....	.....	128,550	235,858
.....
1,920	8,008	11,167	1,092	656	.....	835	820	5,800	66,945
126	6,210	679	27	836	55	14,427	482	1,629	83,851
.....
5,495	83,591	62,161	.....	6,024	54	.....	4,832	96,111	474,747
.....
.....
9,435	21,824	29,729	.....	1,783	.....	5,878	.....	88,848	191,750
.....
37	746	25,620	.....0	68	.....0	93	.....0	420	80,475
.....
1,541	84,337	3,289	486	2,110	2,811	870	8,065	21,992	108,590
337	13,189	1,629	76	488	20	918	1,799	9,972	65,418
.....	60,732	5,474	.....	.....	.....	.....	.....	24,215	152,828
.....
.....
120	.....	5,640	.....	.....	.....	.....	.....	103	5,863
.....
78	1,645	56	12	448	.....	.....	92	649	10,123
.....
74,600	1,083,910	856,416	23,408	84,180	86,357	120,706	116,661	1,316,249	7,766,868

* 903,450 tons inter-state business.
† Whole line.

TABLE XIV.

RATES OF TRANSPORTATION.

[illegible]

TABLE XV.
ACCIDENTS TO PERSONS.

RAILROADS.	KILLED.					INJURED.					TOTAL.	
	PASS'N- GERS.	FM. FLOYES	OTHERS.								Killed.	Injured.
	From causes beyond their own control.	From their own mis- conduct.	From causes beyond their own control.	From their want of caution.	At stations and high- way crossings. Stealing rides. Trespassing on track, etc.	From causes beyond their own control.	From their own mis- conduct.	From causes beyond their own control.	From their want of caution.	At stations and high- way crossings. Stealing rides. Trespassing on track, etc.		
Bur., Cedar Rapids & N.	0	0	0	2	3	18	0	8	10	4	5	85
Chicago, Clinton & W.	0	0	0	0	0	0	0	0	0	0	0	0
Burlington & S. W.	0	0	0	0	0	0	0	0	0	0	0	0
Central R. R. of Iowa	0	0	0	1	3	2	0	4	0	1	4	8
Chic., Burlington & Q.	1	1	2	9	3	0	3	5	0	8	16	13
Chic., Mil. & St. P.	0	0	0	2	1	0	0	9	0	0	2	11
Saskia, Ark. & Dak.	0	0	0	0	0	0	1	0	0	0	0	1
Chic. & Northwestern	0	1	1	8	2	0	0	3	9	4	11	17
Iowa Midland	0	0	0	0	2	0	0	0	0	0	2	0
Chicago, R. J. & P.	16	0	3	1	0	23	2	29	13	2	31	76
Chic., Clint., D. & Minn.	0	0	0	0	1	0	0	0	1	0	0	2
Davenport & N. W.	0	0	0	0	0	0	0	0	0	0	0	0
Des Moines & Ft. D.	0	0	0	1	2	0	0	1	0	0	3	1
Dubuque Southwestern.	0	0	0	0	0	0	0	3	3	0	1	6
Grinnell & Montezuma.	0	0	0	0	0	0	0	0	0	0	0	0
Illinois Central	0	0	0	2	3	8	2	2	13	7	5	35
Iowa Ry., Coal & M. Co.	0	0	0	0	0	0	0	1	0	0	0	1
K. C., St. Jo. & C. B.	0	1	0	0	1	0	0	1	0	0	2	1
Keokuk & Des Moines.	0	0	0	1	0	0	0	0	0	0	2	6
Mo., Iowa & Neb.	0	0	0	0	0	0	0	0	0	0	0	0
Newton & Monroe	0	0	0	0	0	0	0	1	0	0	0	1
St. L., Ott. & C. Rap.	0	0	0	1	0	0	0	1	2	0	1	3
Sioux City & Pacific	0	0	0	0	0	0	0	0	1	0	0	1
Sioux City & Pembina	0	0	0	0	0	0	0	0	1	0	0	1
Sioux City & St. Paul	0	0	0	0	0	0	0	2	0	0	0	2
Toledo & Northwestern.	0	0	0	0	0	0	0	0	0	0	0	0
NARROW-GAUGE.												
Bur. & Northwestern	0	0	0	0	0	0	0	0	0	0	0	0
Crooked Crk Ry. & C. Co.	0	0	0	0	0	0	0	0	0	0	0	0
Des M. & Minneapolis	0	0	0	0	1	0	0	0	0	0	1	0
Iowa Eastern	0	0	0	0	0	0	0	0	0	0	0	0
Waukon & Miss.	0	0	0	0	0	0	0	0	0	0	0	0
Totals	17	3	6	23	3	41	10	44	93	9	15	223

REPORT
OF THE
COMPANIES.
FOR THE YEAR ENDING JUNE 30, 1878.

REPORT

OF THE

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association, common.....	\$10,000,000.00
Par value of shares.....	\$100.00
Capital stock authorized by vote of company. [Number of shares, 55,000.]	
Capital stock issued, [number of shares, 55,000,] amount paid in,	5,500,000.00
Total amount paid in as per books of the company	5,500,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, also rolling stock, stations, buildings, fixtures, and all other property, including investments in stocks and bonds of other corporations.....	6,500,000.00
---	--------------

The property will probably earn interest (6 per cent.) at legal rate upon the sum stated. The road and appurtenances were purchased under foreclosure of mortgage, June 22d, 1876, and the capital stock above stated was issued to represent it.

DEBT.

Funded debt as follows:

First mortgage bonds, (due June 1, 1906, bear interest at five per cent., which is payable June 1 and December 1,) amount....	\$ 6,500,000.00
Total amount of funded debt.....	6,650,000.00

Unfunded debt incurred for construction, equipment, for real estate, or in any other manner, and how? See general balance sheet.

Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same: Minneapolis and St. Louis Railway Co., 7 per cent. interest, payable June and December...	150,000.00
---	------------

In consideration therefor, we have a perpetual lease of 12½ miles of railway (a part of the main line operated) extending from the Iowa line to Albert Lea, all in Freeborn county, Minnesota.

COST OF ROAD AND EQUIPMENT.

This railway and appurtenances were purchased under foreclosure of mortgage and sale, June 22d, 1876, by the purchasing committee, appointed by the bondholders of the Burlington, Cedar Rapids & Minnesota Railway Company, for \$170,000, subject to plan of reorganization agreed on by a legal majority of said company's bonds. The bonded debt of said B., C. R. & M. Railway Company being thereby scaled from \$10,400,000 7 per cent. gold bonds to \$6,500,000 5 per cent. currency bonds. Four years unpaid accrued interest on the old bonds was waived by the owners.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line—extension or alteration of road.....	\$ 93,644.20
Branches—extension or alteration of road, specifying each: Pa- cific Division.....	133,551.66
Equipment.....	92,899.25
Machine-shops, machinery, and tools.....	8,591.66
New fences.....	13,028.63
Any other expenditures charged to property account, specifying same, new bridges and masonry, filling grounds, new sid- ings, water-tanks, and wells, and other improvements.....	39,967.93
Total.....	\$ 381,683.33

State the policy pursued by your Company in regard to permanent improve-
ment and repairs, such as replacing iron rails with steel, wooden bridges
and culverts with iron and stone, reducing grades and ballasting track.
Are the cost of these improvements charged to repairs or construction,
and the reasons therefor?

The Company is now replacing worn out rails with steel, weighing 52 lbs. per
yard. Truss bridges are replaced with new Howe Truss or Combination
truss spans. We are ballasting with gravel and sand. Trestles are re-
newed or replaced with oak piling, with pine superstructure. All the
foregoing items are charged to maintenance of way. New masonry and
new fencing are charged to improvement account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, MAILS, AND EXPRESS.

	PASSENG'RS	FREIGHT.	MAILS.	EXPRESS.
July, 1877.....	\$23,433.11	\$46,265.05	\$1,995.01	\$1,615.99
August, 1877.....	27,063.16	82,889.65	2,071.80	1,600.83
September, 1877.....	38,150.67	152,639.64	1,918.42	1,517.17
October, 1877.....	29,411.29	138,262.40	2,177.24	1,681.87
November, 1877.....	23,991.16	111,531.61	2,096.63	1,365.85
December, 1877.....	25,808.37	100,275.21	2,096.64	1,373.84
January, 1878.....	23,165.09	138,691.60	2,225.16	1,329.68
February, 1878.....	21,881.71	122,268.27	1,841.56	1,204.16
March, 1878.....	26,988.66	94,751.07	2,071.77	1,329.68
April, 1878.....	23,129.49	88,982.99	1,918.42	1,246.02
May, 1878.....	22,294.88	113,793.46	2,071.80	1,329.68
June, 1878.....	23,607.25	74,124.77	1,995.01	1,287.84
Totals.....	\$308,924.84	\$1,264,475.72	\$24,479.46	\$16,882.61

Recapitulation of Earnings.

Receipts from all passengers.....	\$308,924.84
Receipts for express	16,882.61
Receipts for mails	24,479.46
<hr/>	
Total receipts from passenger trains.....	\$350,286.91
Receipts from passenger trains, per train mile run [359,519 miles]:	
\$0.97.	
Total receipts from freight trains.....	\$1,264,475.72
<hr/>	
Receipts from freight trains, per train mile run [518,948 miles]:	
\$2.43.	
Total earnings.....	\$1,614,762.63
Proportion for Iowa.....	[\$1,565,598.47]
Earnings per mile of road operated [425.9 miles]...	[3,790.52]
Per train mile, for passenger, freight, and mixed trains [878,467 miles]:	\$1.83.
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?	No.

Receipts other than Earnings.

Receipts from other roads (balances)	\$ 5,307.18
Receipts from rent of lots.....	5,945.34
Receipts from sale of real estate.....	1,236.00
Receipts from coupon and interest account	26,176.12
Receipts from all other sources, specifying same, (miscellaneous)	24,711.64
<hr/>	
	\$ 66,376.28
Total receipts for the year.....	1,691,138.91

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses.)

Repairs of track—labor, and ballast.....	\$ 140,365.20
Repairs of track—supplies (exclusive of new rails).....	110,202.94
Repairs of bridges—labor and supplies.	42,686.47
Repairs of buildings—stations and water-tanks, etc.....	237.42
Repairs of telegraph.....	1,555.15
Repairs and additions to machine-shops, and machinery, cars, and tools.....	2,200.17
Tools for road-work.....	4,234.41
Road crossings, signs, and fences, etc.....	6,398.68
New rails, deducting old rails sold.....	85,337.25
Removing ice and snow.....	465.40
All other expenditures chargeable to this account.....	15,539.07
<hr/>	
Total.....	\$ 409,222.16

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor.....	20,503.25
Repairs of passenger locomotives—supplies.....	30,597.05
Repairs of freight locomotives—labor.....	40,271.95
Repairs of freight locomotives—supplies.....	61,119.90
Repairs of passenger, baggage, mail, and express cars.....	15,566.55
Repairs of freight cars—labor and supplies.....	83,516.52
Repairs of machinery and tools—labor and supplies.....	11,559.55
All other expenditures chargeable to this account.....	11,144.17
Total.....	\$ 274,278.94

Class 3.—Conducting Transportation.

Fuel and lights.....	4,043.57
Oil and waste.....	7,629.95
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks.....	174,144.60
Miscellaneous train and station expenses.....	21,124.41
Water supply.....	3,818.22
Telegraph operation and expenses.....	10,371.76
Loss and damage of goods.....	1,441.13
Injuries to persons.....	4,951.34
Damage for stock killed.....	12,998.35
Damages to property, including damages by fire.....	929.70
Hire of cars and mileage.....	4,447.85
All other expenses chargeable to this account.....	2,169.28
Total.....	\$ 248,073.26

Class 4.—General Expenses.

Salaries of the general officers of the company.....	40,408.82
General office expenses, including clerk-hire, rent, fuel, lights, etc.....	19,495.71
Insurance.....	2,000.00
Taxes in Iowa.....	39,314.41
Advertising.....	4,052.33
Printing and stationery.....	10,636.40
All other expenditures chargeable to this account.....	6,969.54
Total.....	\$ 122,877.21

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$1,054,451.57
Proportion for Iowa.....	\$1,023,438.32
Per mile of road operated.....	2,481.06
Per train mile for passenger, freight, and mixed trains, 878,467 miles, \$1.20.	
Expense of running and management of passenger trains.....	132,071.96
Expense of running and management of passenger trains, per train mile, say.....	.36
Expense of running and management of freight trains.....	241,273.50
Expense of running and management of freight trains per mile, say.....	.46
Percentage of expenses to earnings, entire line, say \$0.65.	
Net earnings per train mile, 878,467 miles, \$0.63.	

GENERAL RECAPITULATION.

Total earnings.....	1,614,762.63
Total operating expenses	1,054,451.57
Net earnings—earnings above operating expenses.....	560,311.06
Total receipts above operating expenses.....	\$626,687.97

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year ..	335,709.99
Total interest liability for the year.....	335,709.99
Receipts above operating expenses and interest.....	290,977.35
Amount paid during the year for permanent improvements, and charged to cost of road	381,633.33
Amount paid during the year for permanent improvements and charged to operating expenses.....	.....
Other expenditures. See balance sheet.....	27,854.79
Dividends declared, ——— per cent for the year, amount.....	None,
Constr , Imp., and equip., '77, { Both incl'd in gen. }	\$250,302.61
Less net income, 1877 { balance sheet }	221,481.28
Deficit for the year	\$147,382.10
Total deficit.....	\$147,382.10

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Cost of consolidated road, equipment, and property.....	\$11,495,800.00
Cost of 12½ miles of railroad in Minnesota.....	150,000.00
New Construction and Extensions—	
Amount expended to June 30, 1877	\$ 60,773.96
Amt. expended for year ending June 30, 1878...	227,195.86
New Equipment—	
Amount expended to June 30, 1877.....	10,526.29
Amt. expended for year ending June 30, 1878...	92,899.25
Improvement of Property—	
Amount expended to June 30, 1877	170,002.36
Amt. expended for year ending June 30, 1878...	61,588.22
Other Expenditures—	
On account B., C. R. & M. R. W. Co., reorganization, etc...	27,854.79
Coupon and other interest paid.....	335,709.99
General Assets—	
Burlington, Cedar Rapids & Northern bonds in possession of Company	504,200.00
Burlington, Cedar Rapids & Northern stock not issued.....	4,500,000.00
Total	\$17,645,550.72

CR.

<i>Capital Stock</i> —	\$ 10,000,000.00	
<i>Funded Debt</i> —Burlington, Cedar Rapids & Northern, currency bonds.....	6,500,000.00	
Minneapolis & St. Louis Railway. Gold bonds guaranteed by B., C. R. & N. Ry. Co.....	150,000.00	
<i>Unfunded Debt</i> —Current bills, pay-rolls, and accounts	\$134,274.07	
Bills payable	129,028.23	
Loan account.....	130,000.00	
	<u>\$393,302.30</u>	
Less amount of track material included in above amounts and of material on hand, in store, and in shops.....	179,386.17—213,916.13	
Less, Due from sundry railway companies..	\$ 8,138.56	
Due from express companies	1,150.00	
Due from United States Government..	5,985.16	
Due from station agents.....	19,748.05	
Due from sundry individuals	4,668.65	
Due from bills receivable.....	14,288.79	
Cash on hand.....	12,279.82—66,534.03	147,382.10
<i>Income Account</i> —Balance, June 30, 1877.		
Net income.....	\$221,481.28	
Net earnings for year ending June 30, 1878	560,311.06	
Coupon and other interest.....	29,176.12	
Lease and sale of lots.....	7,181.34	
Coupon ticket balances.....	3,555.75	
Car mileage	1,751.43	
Miscellaneous resources, \$18,523.02; outstanding bond acc't, \$6,188.62	24,711.64	849,168.62
		<u>\$17,645,550.72</u>

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Burlington to Wapello, October, 1869.

From Burlington to West Branch, November, 1870.

From Burlington to Nora Junction, October, 1871.

From Burlington to Plymouth, January, 1872.

From Postville to Oelwein, January, 1872.

From Vinton to Traer, November, 1873.

From Muscatine to Riverside, and Linn to Postville, Nov., 1873.

Road as now operated to November, 1877.....

* Length of main line of road completed, from Burlington to Albert Lea, Minnesota	+ 241.66
Length of main line of road completed in Iowa.....	229.10
Branches owned by company, viz.:	
Milwaukee Division—Linn to Postville, length	94.14
Pacific Division—Vinton to Holland, length	48.13
Muscatine Division—Muscatine to Riverside, length.....	30.90
Total length of branches owned by company.....	173.17
Total length of branches owned by company in Iowa.....	173.17

* Eleven miles of track from Manly Junction to Northwood owned by Central Railroad of Iowa, and not included.

† Length in all cases given in miles and decimals.

RETURNS OF COMPANIES.

113

Total length of road belonging to this company	414.83
Aggregate length of sidings and other tracks not above enumerated.....	35.29
Same in Iowa.....	34.12
Aggregate length of tracks belonging to this company computed as single track	450.12
Same in Iowa	436.39
Gauge of track.....	4 feet, 8½ inches.
Total length of tracks belonging to this company laid with steel rails	[Weights per yard, 52 pounds.] 79.50
Total length of tracks belonging to this company laid with iron rails, including side tracks.....	370.62
[Weights per yard, 50, 52, and 56 pounds.]	
Name, description, and length of each road belonging to other companies, operated by this company, under lease or contract: We use eleven miles of the Central R. R. of Iowa, under a running contract.	
Wooden bridges, number of, 35; aggregate length, feet.....	4,263
Combination bridges, number of, 6; aggregate length, feet.....	1,771
Iron bridges, number of, 1; aggregate length, feet.....	113
Wooden trestles, number of, 565; aggregate length, feet.....	38,089
Culverts: Too many to enumerate conveniently; nearly all small, wooden box culverts.	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	L'gth. Feet.	WHEN BUILT.
No. 6, south of Latty.....	Wooden Girder.....	Wood	48	July, 1877
No. 8, south of Latty.....	Wooden Girder.....	Wood.....	48	July, 1877
No. 9, south of Latty.....	Wooden Girder.....	Wood.....	48	July, 1877
No. 91, south of Elgin.....	Howe Truss.....	Wood.....	80	Oct., 1877
No. 82, south of Brainard.....	A Truss	Wood.....	55.5	March, 1878
No. 92, south of Elgin	Howe Truss.....	Wood.....	80	March, 1878
No. 90, south of Elgin.	A Truss.....	Wood.....	55.5	April, 1878
No. 2, north of Burlington.....	Fink Combination	Iron and wood	150.5	April, 1878
No. 52, north of Columbus Junc.	Fink Combination	Iron and wood	150.5	May, 1878
No. 119, south of Cedar Rapids..	Fink Combination	Iron and wood	177.4	June, 1878

What railroads cross your road at grade in this state, and at what locality?
Chicago & Southwestern R. R. at Columbus Junction.
Muscatine Division of B., C. R. & N. R. R. at Nichols.
Chicago, Rock Island & Pacific R. R. at West Liberty.
Illinois Central R. R. at Cedar Falls
Chicago, Milwaukee & St. Paul (Algona Branch) R. R. at Nora Junction.
Chicago, Milwaukee & St. Paul (Mason City Branch) R. R. at Plymouth.
Illinois Central R. R. at Independence.

What railroads cross your road either over or under your grade in this state, and where?.....	None.
Number of crossings of highways at grade in this state without protection.....	506
Number of crossings of highways at grade in this state at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	2
Number of crossings of highways under railroad.....	1
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	1

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Rule 23: "All trains must come to a full stop four hundred feet from all crossings, at grade, of other railroads, and will not proceed until the conductor is satisfied that the track is clear." If the rule is obeyed, and due caution observed, it is believed to be sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One long and two short sounds of the whistle and ringing the bell 80 rods before reaching a public highway, continuing the ringing until it is crossed. These precautions are ample if the traveling public heed the warning signs. No signals should be given. The public, then warned by the crossing signs, would be on the lookout. Accidents would be less likely to happen.

Number of stations.....	69
Same in Iowa.....	67
Number of persons regularly employed on all roads operated by the company, including officials, approximated.....	1,282
Same in Iowa, say.....	1,261
How many miles of fencing have you on your road in Iowa?	
Single fence.....	374.30
How many miles of fencing have you built during the year?	
Single fence	45.10
What was the average cost per rod? About.....	\$1.00
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles :	

8.110 miles.....in Des Moines county.	8.679 miles.....in Louisa county.
38.300 miles.....in Muscatine county.	2.495 miles.....in Cedar county.
15.953 miles..... in Johnson county.	21.889 miles.....in Linn county.
59.269 miles..... in Benton county.	33.550 miles.....in Butler county.
28.000 miles....in Black Hawk county.	30.035 miles.....in Floyd county.
18.333 miles....in Cerro Gordo county.	33.380 miles.....in Worth county.
18.718 miles.....in Grundy county.	23.481 miles.....in Tama county.
7.960 miles....in Washington county.	54.318 miles.....in Buchanan county.
73.348 miles.....in Fayette county.	2.284 miles....in Winneshiek county.

Aggregate amount, 476.052 miles. Single fence.

ROLLING STOCK.

	TONS.
* Number of locomotives of more than 30 tons weight, exclusive of tender.....	16
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21
Number of passenger cars, 8-wheel.....	16
Number of express, baggage, and mail cars.....	12
Number of box freight cars.....	728
Number of stock-cars	51
Number of platform-cars and coal-cars.....	295
Number of conductors' way-cars.....	21
Other cars as follows: 87 hand-cars; 100 push-cars; 3 iron-trucks; 1 sleeping-car; also, 1 wrecking train consisting of derrick-car, tool-car, and way-car; 3 snow-plows; 1 bridge building train consisting of pile-driver, derrick, and way-cars.....	197
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 50 to 57 tons (with tender).....	180
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 30 tons.....	6

* Give the weight of heaviest locomotives in use. 70,000 pounds fired up.

RETURNS OF COMPANIES.

115

Number of locomotives equipped with train brake.....	10
Number of locomotives equipped with Salisbury's steam brake..	26
Number of passenger-cars equipped with train brake.....	16
Number of baggage-cars equipped with train brake	12
What kind of train brake is in use on your road? Westing-house air-brake.	
Number of passenger-cars with Miller platform and buffer.....	16
Number of baggage cars with Miller platform and buffer.....	12
Number of passenger-cars with any other platform and buffer...	None.

TELEGRAPHS.

Miles of telegraph on line operated by company.....	425.37
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	60
Number of telegraph stations operated by company.....	9
Number of telegraph stations operated jointly by rail and telegraph companies.....	51

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..	359,519
Miles run by freight trains.....	518,948
<hr/>	
Total mileage of passenger, freight, and mixed trains..	878,467
Miles run by construction and other trains.....	179,256
<hr/>	
Total train miles run.....	1,057,723
Total number of passengers carried.....	287,634
Total passenger mileage, or passengers carried one mile.....	9,097,369
Average amount received from each passenger.....	\$1.07
Average distance traveled by each passenger.....	31.62
Total tons of freight carried (paying freight and company (free freight).....	1,000,526.62
Total freight mileage, or tons carried one mile.....	54,048,609.85
Highest rate of fare per mile, for any distance.....	3.5
Average rate of fare per mile for <i>all</i> passengers.....	3.39
Average rate received per mile, per ton, for all freight carried.....	2.34
Average number of cars in passenger trains, including baggage cars.	3.20
Average number of cars in freight trains	16.55
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	266 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	247 tons.
Rate of speed of passenger and express trains, including stops.....	22 miles.
Rate of speed of freight trains, including stops.....	10 miles.

TONNAGE OF ARTICLES TRANSPORTED.		TONS.	PER CENT.
Grain.....	279,271.95	39	
Flour.....	45,423.82	6	
Provisions (beef, pork, lard, etc.).....	18,985.39	3	
Animals.....	85,315.42	12	
Agricultural implements.....	3,085.27	.....
Lumber and forest products.....	94,765.80	13	
Coal.....	85,177.70	12	
Bran and mill-stuffs.....	9,440.01	1	
Salt.....	13,793.99	2	
Railroad iron—iron and steel rails.....	4,292.99	1	
Ice.....	15,191.94	2	
Manufactures—articles shipped from point of production, household goods and sundries.....	43,438.29	6	
Merchandise and other articles, not enumerated above.....	23,572.05	3	
Total tons carried (paying freight)		721,753.92	100
(Company or free freight).....		278,772.70	
Total.....		1,000,526.62	

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American Express Company. Our company receives \$40 a day, allowing a maximum of 2,500 pounds of express matter; for all in excess of that amount double first-class freight rates are charged. It rarely happens, however, that there is any excess. The freights are taken on the cars by the agents of the express company.

What freight and transportation companies run on your road? None.

What amount have you paid other corporations, car loaning companies, [stock companies,] or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

We paid to Oliver Adams, agent, during the year, as part of the rental purchase money for 200 box-cars leased of him for purchase. Payment is made by monthly installments, running until 1882, when the cars will become the property of the company. \$27,866.00

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman Palace Car Company's sleepers run on this road, and passengers pay that company their regular tariff rates in addition to regular passenger fares.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Pullman Palace Car Company, \$1,223.64. This company pays the Pullman Company mileage of three cents per mile per car, and pays all ordinary running expenses, such as fuel, and lights, oil, and waste, ice, etc. When the income of the Pullman Company is more than \$625 per car per month, mileage payments cease, and that company will pay ordinary running expenses.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? During the year ending June 30, 1878, the government paid the company \$24,479.46, for carrying United States mails. Local mails are taken and delivered by this company at all post-offices within one-fourth of one mile from its depot.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. This company has had no grant.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. During the year about \$20,000 in tax aid, voted in 1876 for building a road in Grundy county, was assigned to other parties, and individual donation notes, to the amount of say \$40,000, were received and also assigned.

ACCIDENTS TO PE NB IN IOWA.

DATE. 1877.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
July 18...	Bausch.....	Infant 18 months...	Three miles west of Nichols	Right arm cut off...	The child, in company with another 2 1/4 years old, ran front of train; did not heed signal and threw him off. He kept at
Aug. 11....	C. all.....	Section foreman...	Near Platt creek...	Slight leg bruises...	
Sept. 20...	John Page.....		Near Wapello.....	Killed.....	
Sept. 28...	A. K. Caldwell...	Brakeman.....	Maynard.....	Left hand forefinger Cou pinched.....	was killed by trying to get on a train in motion. His fault
Oct. 8.....	J. M. Pauley.....	Section laborer.....	Near Vinton.....	Collar-bone broken.....	Concussion of brain. In r
Oct. 8.....	John Sherry.....	Bridge carpenter...	Eglin.....	Concussion of brain. In r	Died.....
Nov. 11...	Fred. Trussell...	Brakeman.....	Solon.....	Killed.....	
Nov. 23...	W. H. Johnson...	Citizen.....	West Liberty.....	Killed.....	
Dec. 7....	Jno. McNamara...	Switchman.....	Cedar Rapids.....	Foot crushed.....	
Dec. 20....	Trimble.....	Boy.....	Cedar Falls.....	Foot crushed.....	
Jan. 11....	Albert E. Leslie	Passenger.....	Near Elmira.....	Collar-bone broken.....	Derailment. Rail turned over and train left track, turning one passenger coach over on its side. None of the injuries reported have resulted seriously. The track was in ordinarily good condition.
Jan. 11....	Wm. Highsmith		Near Elmira.....	Slight cut in head.....	
Jan. 11....	Mrs. Jos. Briger		Near Elmira.....	Slight bruises.....	
Jan. 11....	4 Briger children		Near Elmira.....	Slight bruises.....	
Jan. 11....	Jas. A. Fallis.....	Passenger.....	Near Elmira.....	Cut in back of head.....	
Jan. 11....	Isabel Bebout...	Passenger.....	Near Elmira.....	Hurt in back.....	
Jan. 11....	John D. Nichols	Passenger.....	Near Elmira.....	Cuts on left arm and	
Jan. 11....	Anna Yarrek.....	Passenger.....	Near Elmira.....	one in left	
Jan. 11....	Andrew Lee-	Passenger.....	Near Elmira.....	aken.....	
Jan. 11....	body.....			hurt in	
Jan. 11....	R. N. Buck.....	Passenger.....	Near Elmira.....	r and back,	
Jan. 14....	V. L. Nicholson.	Bridge carpenter...	Bridge No. 88, near Morse	to have	
				one broken	
				en.....	Slipped on cap and fell across

Jan. 19...	James Rowe...	Brakeman...	Waterloo...	Left leg broken...	2d
March 7...	Edward Downer	Citizen	Near Sperry	Killed	04
March 23	Jas. Doyle...	Citizen	Cedar Falls	Arm broken.	21.
April 11...	M. Fitzibbons...	Laborer	Nichols	Hurt in back	track, is un-
April 18...	A. Wilber...	Section laborer	Traer	Left collarbone broken	thrown down
May 6...	Chas. Clement...	Train laborer	Near West Branch	Foot crushed	g and broke his right arm
May 15...	W. Highsmith...	Brakeman		Hand mashed.	attempted to get up, slipped
May 16...	J. Corning...	Town boy		Foot bruised.	at
May 17...	E. C. Howard...	Train laborer		Broken leg	the train
May 21...	O. E. Capen...	Conductor		Heel bruised	was run over
May 12...	J. Green...	Section foreman	La Porte	Hand mashed	ining car and it was run over
May 23...	Jas. Kroeger...	Section laborer	Morrison	Foot crushed	car, threw him off, and car run
June 8...	W. H. Potter...	Section foreman	Maynard	Badly bruised	ran into the one he was on,
June 10...	J'hn Patroneks	Shop laborer	Cedar Rapids	Broken rib	r him
June 13.	Dennis Hurley	Section laborer	Clearmont	Shin bruised	t turned over
June 22...	Wertzel Kuba...	Helper, B shop	Cedar Rapids	Loss of eye	the eye
					see flew off and struck him in

RECAPITULATION OF ACCIDENTS.

Killed—Passengers	0	
Employees from misconduct or want of caution.....	2	
Others—trespassing on track, etc.....	3	Total killed..... 5
Injured—Passengers—from causes beyond their control	18	
Employees—from causes beyond their control	8	
from misconduct or want of caution.....	10	18
Others—at stations and highway crossings ...	4	Total injured..35

In view of the many accidents which occur from railway employees getting their feet caught in frogs, switches, etc., please state whether your Company has adopted any plan for preventing such accidents? No accidents from this cause. We are putting in a wedge-shaped piece of wood in many cases. Our standard frogs have cast-steel fillings.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Fred Taylor, New York city.
Vice-President, E. F. Winslow, Cedar Rapids, Iowa.
Secretary, W. D. Walker, Cedar Rapids, Iowa.
Treasurer, Alex. Taylor, New York city.
Assistant Treasurer, C. Stickney, Cedar Rapids, Iowa.
General Manager, E. F. Winslow, Cedar Rapids, Iowa.
General Superintendent, C. J. Ives, Cedar Rapids, Iowa.
Assistant Superintendent, George S. Winslow. [Thrown from engine 15, August 2, 1878, near Cedar Valley, and died from injuries received.]
Division Superintendents, none.
Chief Engineer, Wm. P. Clark, Cedar Rapids, Iowa.
Superintendent of Telegraph, John C. Fox, Cedar Rapids, Iowa.
Auditor, J. C. Broeksmit, Cedar Rapids, Iowa.
General Passenger Agent (assistant), B. F. Mills, Cedar Rapids, Iowa.
General Freight Agent (assistant), A. L. Mohler, Cedar Rapids, Iowa.
Attorney—General, Hon. J. Tracy, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Fred. Taylor, Alex. Taylor, New York City.
John M. Denison, Baltimore, Maryland.
M. Shepard Bowles, Boston, Massachusetts.
Chas. Bard, Norwich, Connecticut.
John I. Blair, Blairstown, New Jersey.
Fred. Butterfield, Horace Porter, New York City.
L. P. Morton, W. S. Nichols, New York City.
Wm. S. Opdyke, New York City.
E. F. Winslow, S. C. Bever, Cedar Rapids, Iowa.
General offices at Cedar Rapids, Iowa.
Date of annual meeting of stockholders, fourth Tuesday in February, each year.
Fiscal year of the company ends June 30th, in each year.
Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.) No meeting of stockholders has been held.

STATE OF IOWA, }
County of Linn. }

E. F. Winslow, Vice-President and General Manager, and C. J. Ives, Superintendent, of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

[L. S. OF R. R.] [Signed] E. F. WINSLOW,
C. J. IVES.

Subscribed and sworn to before me this 16th day of September, A. D., 1878

[L. S.] CHAS. W. GARDINER,
Notary Public in and for Linn County, Iowa

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CHICAGO, CLINTON & WESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$1,000,000.00
Par value of shares.....	\$100.00
Average price received per share.....	Nominal.
Number of stockholders at date of last election.....	16
Number of stockholders in Iowa at same date.....	15
Amount of full-paid stock held in Iowa.....	Nominal.
Capital stock authorized by vote of company [number of shares, none].....	
Capital stock paid in on shares not issued [number of shares, nothing].....	
Total amount paid in as per books of the company.....	None.

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, &c.	152,500.00
Estimated value of rolling stock.....	4,500.00
Estimated value of stations, buildings, and fixtures.....	800.00
Estimated value of property per mile of road, ten miles.....	10,000.00
Estimated value of property per mile of road, seventeen and one-half miles not operated.....	3,500.00

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, MAILS, AND EXPRESS.

	PASSENGERS.	FREIGHT.	MAILS.	EXPRESS.
July, 1877	\$ 224.75	\$ 458.78	\$.....	\$ 26.29
August, 1877.....	208.05	246.68	.....	34.28
September, 1877.....	553.28	366.85	.....	73.63
October, 1877.....	244.60	717.94	.....	34 14
November, 1877.....	345.72	610.48	.....	16.62
December, 1877.....	445.70	597.50	16.66	35.33
January, 1878.....	411.18	173.43	25.00	14 65
February, 1878.....	347.25	604.79	25.00	14.58
March, 1878.....	427.55	554.00	25.00	48.31
April, 1878.....	353.55	439.01	25.00	17.57
May, 1878.....	247.97	762.47	25.00	14.77
June, 1878.....	.....	.....	25.00	.....
Totals	\$3,809.60	\$5,531.93	\$ 166.66	\$ 330.17

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 3,809.60
Receipts for express.....	330.17
Receipts for mails.....	166.66
Receipts from local freight.....	5,531.93
Receipts from miscellaneous sources.....	3,403.05
Total earnings.....	\$ 13,241.41
Proportion for Iowa.....	\$13,241.41
Earnings per mile of road operated [———miles].....	\$1,324.14
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly?—if so, what percentage?.....	No.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor.....	2,540.00
Repairs of track—supplies (exclusive of new rails).....	230.00
Repairs of bridges—labor and supplies.....	90.00
Repairs of fences	110.00
Repairs of buildings—stations, and water-tanks, etc.....	240.00
All other expenditures chargeable to this account	90.00
Total	\$3,300.00

Class 2—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor and supplies.....	432.40
Repairs of freight locomotives—labor and supplies	30.00
All other expenditures chargeable to this account	114.00
Total	3,876.40

Class 3—Conducting Transportation.

Fuel	1,986.00
Oil, waste, and lights.....	154.60
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks.....	3,630.00
Miscellaneous train and station supplies	84.00
Miscellaneous train and station expenses.....	101.00
Loss and damage of goods—stolen, etc.....	98.00
Damage for stock killed	30.00
Damages to property, including damages by fire	80.00
Hire of cars.....	985.00
Legal expenses.....	170.00
All other expenses chargeable to this account	175.00
Total	7,493.00

Class 4—General Expenses.

General office expenses, including clerk hire, rent, fuel, lights, etc	875.00
Printing and stationery	318.00
Total	1,193.00

RECAPITULATION OF EXPENSES.

Total expenses of operating the road, (<i>embraced in classes 1, 2, 3, and 4</i>)	\$12,562.40
Proportion for Iowa.....	12,562.40
Per mile of road operated.....	1,256.24

GENERAL RECAPITULATION.

Total receipts during the eleven months.....	\$13,241.41
Total operating expenses.....	12,562.40
Net earnings—earnings above operating expenses.....	679.01

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use? From Iowa City to Elmira, February 28, 1877.

Length of main line of road completed, from Iowa City to Elmira...10 miles

Length of line with track laid, if road is not completed. Not operated, 17½ miles

Total length of track belonging to this company laid with iron.....27½ miles.

[Weights per yard, 50 pounds.]

What railroads cross your road at grade in this state? None.

What railroads cross your road either over or under your grade in this state and where? None.

Number of crossings of highways over railroad in this state? One.

Number of crossings of highways under railroad? None.

Number of stations in this state? Two.

Number of persons regularly employed on all roads operated by company, including officials? Thirteen.

How many miles of fencing have you on your road in Iowa? Two.

How many miles of fencing have you built during the year? One.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles! Six miles in Johnson county.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender? One.

Number of locomotives of more than 20 tons weight, exclusive of tender? None.

Number of locomotives equipped with train-brake? None.

Miles of telegraph on line? None.

Number of telegraph offices in company's stations? One.

Highest rate of fare per mile for any distance.. 3½ cents.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them? and do you take their freights at the depot, or at the office of such express companies? American. Twenty cents per 100 pounds for the ten miles run. Take the freight at depot.

What freight and transportation companies run on your road? There are none.

What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service? Three hundred dollars per year—one mail per day each way—from Iowa City to Elmira, ten miles.

LANDS.

State the number of acres of land your company has received from the congressional or swamp-land grants? None.

State the number of acres yet to inure to your company. None.

State the value of donations of right-of-way and station grounds to your company\$2,000.00

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None paid. All aid in litigation. The amount is \$250,000—considered worthless.

ACCIDENTS TO PERSONS IN IOWA.

No accidents.

OFFICERS OF COMPANY, WITH LOCATION OF OFFICES.

President—S. J. Kirkwood, Iowa City, Iowa.

Vice-President—W. P. Wolf, Tipton.

Secretary—Samuel Sharpless, Iowa City.

Treasurer—George J. Boal, Iowa City.

General Manager—Edward H. Thayer, Clinton.

Auditor, M. Ettinge, Chicago.

General Freight Agent, C. L. Riting, Chicago.

Attorneys—General and Local, George B. Young, Clinton.

Receiver, Edward H. Thayer, Clinton.

NAMES OF DIRECTORS, WITH RESIDENCE.

S. J. Kirkwood, Iowa City, Iowa.

C. T. Ransom, Iowa City, Iowa.

Geo. J. Boal, Iowa City, Iowa.

Rush Clark, Iowa City, Iowa.

Samuel Sharpless, Iowa City, Iowa.

Ezekiel Clark, Iowa City, Iowa.

W. P. Wolf, Tipton, Iowa.

Wm. Dean, Tipton, Iowa.

Milo Smith, Clinton, Iowa.

W. F. Coan, Clinton, Iowa.

E. H. Thayer, Clinton, Iowa.

J. E. White, English River, Iowa.

General offices at Clinton.

Date of annual meeting of stockholders, 1st Monday in May.

STATE OF IOWA, }
County of Clinton. }

Edward H. Thayer, Receiver of the Chicago, Clinton & Western Railroad, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

(Signed)

EDWARD H. THAYER.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of November, A. D. 1878.

[L. S.]

GEO. B. YOUNG,
Notary Public, Clinton County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

BURLINGTON & SOUTHWESTERN RAILWAY COMPANY,

REPORT FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 20,000,000.00
Par value of shares.....	\$100.00
Number of stockholders at date of last election.....	365
Number of stockholders in Iowa at same date.....	234
Capital stock paid in on shares not issued.....	1,793,700.00
Capital stock, total amount paid in as per books of the company.	1,793,700.00

ASSETS—CORPORATE PROPERTY.

Estimated value of rolling stock.....	39,750.00
Estimated value of stations, buildings, and fixtures.....	5,100.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	1,850.00
Estimated value of property per mile [142 miles.] Estimated by State Board of Equalization for taxation for 90 miles in Iowa, at \$2,500 per mile.	

DEBT.

Funded debt as follows:

First mortgage bonds, (due 1890, bear interest at 8 per cent., cur- rency, which is payable semi-annually,) amount.....	\$ 1,800,000.00
Linneas Branch mortgage bonds, (due 1892, bear interest at 7 per cent., gold, which is payable semi-annually,) amount.....	1,600,000.00
Second mortgage bonds, (due 1882, bear interest at 8 per cent., currency, which is payable semi-annually,) amount.....	88,000.00
Receiver's certificates authorized by U. S. Court, to complete and equip gap of 22 miles in Missouri.....	200,000.00
Total amount of funded debt	as above.

There is a large amount of floating debt, several hundred thousand dollars, considerable of which is in litigation, which could only be got at from the old books of the railroad company, at considerable outlay of time and expense, and as the whole property is likely to be before long foreclosed, it does not seem worth while to try and obtain it unless the Commissioners think otherwise, and specially desire it.

Cost of road and equipment cannot be given from any books kept by the Receiver, and the old records are so incomplete that any statement, that it would be at all possible to make, would not be sufficiently accurate as to be of any use.

Total for equipment.....	\$173,021.19
--------------------------	--------------

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.

The policy of the road, being in hands of the court, and with scarcely earnings enough to meet the ordinary expenses of operating, has been to get along with as few repairs as possible, and have been mainly confined to bridges which have been renewed with wood and charged in as "New Work" in operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	TOTAL.
July,	1877.....	\$ 3,086.64	\$ 7,302.54
August,	1877.....	3,870.53	14,382.38
September,	1877.....	4,343.03	12,446.13
October,	1877.....	4,187.27	11,736.36
November,	1877.....	3,061.73	10,350.72
December,	1877.....	3,354.71	11,977.89
January,	1878.....	3,065.83	16,733.52
February,	1878.....	3,559.91	9,957.72
March,	1878.....	3,921.18	10,526.36
April,	1878.....	2,872.43	10,519.72
May,	1878.....	2,453.16	9,089.97
June,	1878.....	2,126.14	9,843.25
Totals		\$ 39,902.56	\$134,866.56

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.	TOTAL.
July,	1877	\$ 678.75	\$ 388.58	\$ 54.49	\$ 1,121.82
August,	1877	715.73	366.65	45.18	1,127.56
September,	1877	715.73	329.96	15.68	1,061.37
October,	1877	715.73	351.24	46.09	1,113.06
November,	1877	715.73	303.83	41.56	1,061.12
December,	1877	715.73	327.15	40.18	1,083.06
January,	1878	715.73	356.48	45.99	1,118.20
February,	1878	715.73	317.79	47.50	1,081.02
March,	1878	715.73	486.66	8.78	1,211.17
April,	1878	715.73	309.11	44.75	1,069.59
May,	1878	715.73	327.49	36.83	1,080.05
June,	1878	715.73	299.18	43.45	1,058.36
Totals		\$ 8,551.78	\$ 4,164.12	\$ 470.41	\$ 13,186.38

Recapitulation of Earnings.

Receipts from passengers	\$ 39,902.56
Receipts for express.....	4,164.12
Receipts for mails	8,551.78
<hr/>	
Total receipts from passenger trains.....	\$ 52,618.46
Receipts from passenger trains, per train mile run, [113,515 miles] \$0.46 35-100	
Receipts from freight.....	134,866.56
Receipts from freight trains, per train mile run, [119,533 miles] \$1.12 82-100.....	
Receipts from miscellaneous sources	470.48
<hr/>	
Total earnings	\$187,955.50
Proportion for Iowa	\$119,351.75
Earnings per mile of road operated, [181 miles] \$1,038.42	
Per train mile, for passenger, freight and mixed trains, [233,048 miles] \$0.80 66-100	
Have you made any advance or reduction in freight since the en- actment of chapter 77 of the laws of the Seventeenth General Assembly? if so, what percentage?	
No.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 4—General Expenses.

Taxes in Iowa—Have been unable to pay taxes in Iowa.
Taxes in other states—Road claims to be exempt from taxation in Missouri.
The question is now before the courts.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1878.

Owing to condition of property, and the fact of its being in the hands of the courts, there is not such a system of accounts and record of the performance of engines and equipment as is usual on roads in the hands of its owners; and the statement of earnings and expenditures, attached hereto, is respectfully submitted in lieu of the detailed statement called for in the preceding pages that are not filled out.

Earnings and Expenses of the B. & S. W. Ry. from July 1st, 1877, to June 30th, 1878

EARNINGS.	IOWA.	MISSOURI.	TOTAL.
	63½ per ct.	36½ per ct.	
Freight.....	\$ 85,640.27	\$ 49,226.29	\$134,866.56
Passengers.....	25,338.13	14,564.43	39,902.56
Mail.....	5,430.38	3,121.40	8,551.78
Express.....	2,644.22	1,519.90	4,164.12
Telegraph.....	298.75	171.73	470.48
Total.....	\$119,351.75	\$ 68,603.75	\$187,955.50
EXPENSES.			
General expense.....	\$ 11,240.77	6,461.23	\$ 17,702.00
Right-of-way.....	84.55	48.60	133.15
Equipment.....	450.89	259.18	710.07
Taxes.....	29.74	17.09	46.83
Fuel.....	9,661.94	5,553.71	15,215.65
Track rent.....	7,620.00	4,380.00	12,000.00
Fencing.....	43.24	24.86	68.10
Loss and damage.....	224.55	129.07	353.62
Station service.....	6,684.05	3,842.02	10,526.07
Legal expenses.....	1,726.11	993.32	2,721.43
New work.....	9,897.21	5,688.95	15,586.16
Bridge repairs.....	490.47	281.92	772.39
Water service.....	2,136.78	1,229.95	3,366.73
Buildings and stock yards.....	851.17	489.26	1,340.43
Car repairs.....	6,528.41	3,752.55	10,280.96
Track repairs.....	33,238.07	19,105.35	52,343.42
Oil, tallow, and waste.....	1,518.22	872.68	2,390.90
Machinery repairs.....	11,017.04	6,332.63	17,349.67
Stock killed.....	2,920.38	1,678.64	4,599.02
Car service.....	3,197.15	1,837.73	5,034.88
Train service.....	15,646.43	8,993.61	24,640.04
Total.....	\$125,212.17	\$ 71,972.35	\$197,184.52

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Viele, Iowa, to Farmington, Iowa, June 1st, 1871.

From Viele, Iowa, to Mt. Sterling, Iowa, September 24th, 1871.

From Viele, Iowa, to Milton, Iowa, November 1st, 1871.

From Viele, Iowa, to Pulaski, Iowa, December 11th, 1871.

From Viele, Iowa, to Bloomfield, Iowa, December, 31, 1871.

From Viele, Iowa, to Cincinnati, Iowa, December 11th, 1872.

From Viele, Iowa, to Unionville, Missouri, June 8th, 1873.

From Viele, Iowa, to Laclede, Missouri, October 1st, 1876.

Length of main line of road completed, from Burlington to

Laclede..... 181 miles

Length of main line of road completed in Iowa..... 117 miles

Length of main line of road completed in Missouri..... 11.33 miles

Branches owned by company, viz:

Linneus Branch in Missouri, length..... 53.01 miles

Total length of road belonging to this company..... 142 miles

Aggregate length of sidings and other tracks not above enumerated	4.86 miles
Same in Iowa.....	3 7-10 "
Aggregate length of tracks belonging to this company computed as single track.....	142 miles
Same in Iowa.....	78 miles
Gauge of track.....	4 ft. 8½ inches
Total length of tracks belonging to this company laid with iron rails [weight per yard, 50 and 52 lbs].....	142 miles

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each? Chicago, Burlington & Quincy; Burlington to Viele.....	25 miles.
St. Louis, Kansas City & Northern; Bloomfield to Moulton...	14 miles.
Total length of above roads.....	39 miles.
Total length of above roads in Iowa.....	39 miles.
Total miles of road operated by this company.....	181 miles.
Total miles of road operated by this company in Iowa.....	117 miles.

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 9; aggregate length, feet.....	1,780
Wooden trestles, number of, 137; aggregate length, feet.....	14,552
Culverts, number of, 196; aggregate length, feet.....	7,008
What railroads cross your road at grade in this state? Keokuk & Des Moines Railroad at Farmington, Iowa; Missouri, Iowa & Nebraska Railroad at Sedan.	
What railroads cross your road either over or under your grade in this state, and where? None.	
Number of crossings of highways at grade in this state, at which there are gates or flagmen? None.	
Number of crossings of highways over railroad? None.	
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Trains come to full stop not over 800 nor less than 200 feet from track of other roads before crossing.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Bell is rung and whistle sounded on approach to highway crossings, and seems to be sufficient.	
Number of stations.....	29
Same in Iowa.....	12

ROLLING STOCK.

* Number of locomotives of more than 30 tons weight, exclusive of tender.....	1
Number of locomotives of more than 20 tons weight, exclusive of tender.....	5
Number of passenger-cars (12-wheel).....	2
Number of passenger-cars (8-wheel).....	1
Number of express and baggage-cars.....	2
Number of box-freight cars	24
Number of stock-cars.....	25
Number of platform-cars and coal-cars.....	54
Number of conductors' way-cars.....	2
Other cars as follows: Hand-cars.....	48

* Give the weight of heaviest locomotives in use. Thirty tons.

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? Seventeen loaded freight-cars; 30-ton engine.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Have hauled 12; 30-ton engine.

Number of locomotives equipped with train-brake? None.

Number of passenger-cars equipped with train-brake? None.

What kind of train-brake is in use on your road? Hand.

Number of passenger-cars with Miller platform and buffer..... 3

TELEGRAPHS.

Miles of telegraph on line operated by company.....	181 miles.
Miles of telegraph owned by company.....	53 miles.
Number of telegraph offices in company's stations.....	20
Number of telegraph stations operated by company.....	20
Number of telegraph stations operated jointly by rail and telegraph companies.....	10

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	113,515
Miles run by freight trains.....	119,533

Total mileage of passenger, freight, and mixed trains.....	233,048
--	---------

Total train miles run.....	233,048
----------------------------	---------

Highest rate of fare per mile for any distance..... 4c.

Lowest rate of fare per mile for any distance (single fare)..... 4c.

Average number of cars in passenger trains, including baggage cars.....

Average number of cars in freight trains..... 1

Rate of speed of passenger and express trains, including

stops..... 18 miles per hour.

Rate of speed of freight trains, including stops..... 12 miles per hour.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company; first-class freight rates on all shipments regardless of classification; and pay fare one way for messenger.

What amount have you paid other corporations, car-loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

North Chicago Rolling Mill Co., Chicago, \$270 per month.....	\$3,240.00
Eureka Iron Co., Detroit, \$50	600.00
Western Car Co., New York, \$490	2,526 33

Total amount paid	\$6,366.33
-------------------------	------------

Do sleeping, parlor, or dining-room cars run on your road? No such cars run on the road.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$8,551.78. See revenue statements. Allowance per month, or year, per mile based on weight of mail matter rendered.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. None.

State the number of acres yet to inure to your company from Congressional grants? None.

SUMMARY.

State the value of donations of right of way and station-grounds to your company? Have no means of arriving at value of them.

State the value of donations of other real estate to your company? No real estate donated, except for right of way and station-grounds.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. None in the state of Iowa.

ACCIDENTS TO PERSONS IN IOWA.

None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Elijah Smith, Boston, Mass.

Secretary and Treasurer, J. A. Ostrander, Burlington, Iowa.

General Superintendent, John W. Smith, Burlington, Iowa.

Chief Engineer, none.

Superintendent of telegraph, none.

Auditor,

General Passenger Agent, } J. A. Ostrander, Burlington, Iowa.

General Freight Agent,

Receiver, Elijah Smith, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.

W. W. Crapo, New Bedford, Massachusetts.

Henry Sales, Boston, Massachusetts.

P. W. Smith, Boston, Massachusetts.

W. J. Rotch, New Bedford, Massachusetts.

Edward D. Mandell, New Bedford, Massachusetts.

John Severance, St. Jo., Missouri.

T. B. Weakley, St. Jo., Missouri.

Jeff. Chandler, St. Jo., Missouri.

General Offices at Burlington, Iowa.

Date of annual meeting of stockholders, second Wednesday in July.

Fiscal year of company. None fixed.

STATE OF IOWA, }
County of Des Moines, }

Elijah Smith, Receiver of the Burlington & Southwestern Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief.

(Signed,)

ELIJAH SMITH.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

H. B. SCOTT,

[L. S.]

Notary Public, Des Moines County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

RECEIVER OF THE CENTRAL RAILROAD OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of incorporation.....	\$12,000,000.00
Par value of shares.....	\$100.00
Capital stock issued [number of shares 49,210.55] amount paid in.....	4,921,055.00

DEBT.

Funded debt, as follows:	
1st mortgage bonds, (due July 15, 1899, bear interest at 7 per cent., which is payable semi-annually,) amount.....	3,700,000.00
2d mortgage bonds (due January 15, 1901, bear interest at 7 per cent., which is payable semi-annually) amount.....	925,000.00
Total amount of funded debt	4,625,000.00
Unfunded debt incurred for equipment.....	180,644.99

COST OF ROAD AND EQUIPMENT.

Detailed construction accounts not in possession of the Receiver.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades, and ballasting track. Is the cost of these improvements charged to repairs or construction, and the reasons therefor? This road has for the past two years pursued the policy of replacing iron with steel rails, with the exception of one lot of iron rails laid this year, consisting of about 600 tons. Wooden bridges and culverts have been replaced with other wooden ones. No money has been spent in reducing grades during this year. Considerable track has been ballasted each season, for the past four years. All of the above accounts are charged to repairs and renewals.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	THRO'GH PASSEN- GER.	LOCAL PASSEN- GER.	TOTAL PASSEN- GER.	FREIGHT.
July, 1877.....	\$ 8,819.37	\$ 18,318.60	17,187.97	\$ 32,263.48
August, 1877.....	8,712.07	14,471.16	18,186.23	47,098.27
September, 1877.....	4,246.78	14,272.95	18,519.73	71,970.16
October, 1877.....	4,500.38	13,179.54	17,679.92	77,998.49
November, 1877.....	8,982.05	11,801.85	15,283.90	74,536.12
December, 1877.....	8,604.12	12,141.75	15,745.87	42,859.22
January, 1878.....	8,151.28	10,464.88	13,616.14	50,944.91
February, 1878.....	2,557.46	10,578.51	18,180.97	47,088.68
March, 1878.....	3,140.84	11,731.59	14,873.93	36,844.81
April, 1878.....	4,035.07	11,552.95	15,588.02	36,995.01
May, 1878.....	4,114.91	10,829.91	14,444.82	44,738.90
June, 1878.....	4,028.95	9,994.25	14,023.20	37,975.55
Totals.....	\$ 44,892.78	\$ 143,337.92	\$ 188,230.70	\$ 600,863.35

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLA- NEOUS.
July, 1877.....	\$ 936.54	\$ 500.00	\$ 1,175.76
August, 1877.....	936.54	500.00	1,757.67
September, 1877.....	936.54	500.00	384.20
October, 1877.....	936.54	500.00	9,662.91
November, 1877.....	936.54	500.00	3,205.27
December, 1877.....	1,456.06	-645.66	7,295.77
January, 1878.....	936.54	500.00	1,063.85
February, 1878.....	936.54	500.00	1,106.84
March, 1878.....	936.54	510.00	2,921.91
April, 1878.....	929.20	500.00	2,367.44
May, 1878.....	839.42	511.05	2,307.58
June, 1878.....	867.07	500.00	1,741.32
Totals.....	\$ 11,584.07	\$ 6,166.71	\$ 34,990.52

Recapitulation of Earnings.

Receipts from local passengers.....	\$ 143,337.92
Receipts from through passengers.....	44,892.78
Receipts for express.....	6,166.71
Receipts for mails.....	11,584.07
Total receipts from passenger trains.....	\$ 205,981.48
Receipts from passenger trains, per train mile run [246,788 miles]	
.....	\$0.83 4-10
Total receipts from freight trains.....	600,863.35
Receipts from freight trains, per train mile run [312,434 miles]	
.....	\$1.92 3-10
Receipts from miscellaneous sources.....	34,990.52
Total earnings.....	\$ 841,835.35

Proportion for Iowa\$841,835.35
 Earnings per mile of road operated.....[200 miles] \$4,209.17
 Length of main line, 189 miles, operated 1 year..... 189 miles.
 Length of Grinnell & Montezuma Railroad operated to April 15,
 9½ months 13 8-10 miles.
 Average number of miles operated during the year..... 200 miles.
 Per train mile, for passenger, freight, and mixed trains [559,222
miles] \$1.50 5-10

Have you made any advance or reduction in freight since the enactment
 of chapter 77 of the laws of the Seventeenth General Assembly—if so, what
 percentage? None, except a reduction of about 10 per cent. on coal.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor.....	} \$ 71,612.04
Repairs of track—supplies (exclusive of new rails).....	
New cross ties.....	29,306.99
Repairs of bridges—labor and supplies.....	31,289.02
Renewal of bridges—labor and supplies.....	6,167.42
Repairs of fences—labor and supplies, and new fence.....	4,944.61
Repairs of buildings—stations and water-tanks, etc.....	2,836.87
Repairs of telegraph.....	266.32
Repairs and additions to machine-shops and machinery.....	6,575.57
Tools for road-work.....	2,045.65
Road crossings, signs, etc.....	173.86
New rails, deducting old rails sold.....	55,015.30
All other expenditures under this head.....	8,472.85
Total.....	\$218,706.50

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor and supplies.....	14,866.06
Repairs of freight locomotives—labor and supplies.....	40,090 08
Repairs of passenger, baggage, mail, and express cars—labor and sup- plies.....	15,414.26
Repairs of freight cars—labor and supplies.....	33,179.57
Repairs of machinery and tools.....	2,579.00
All other expenditures chargeable to this account.....	1,628.58
Total.....	\$107,757 55

Class 3.—Conducting Transportation.

Fuel.....	\$ 37,070.43
Oil, waste, and lights.....	5,194.75
Wages of employes—conductors, enginemen, brakemen, station- men, (all grades,) and clerks.....	116,894.75
Miscellaneous train and station supplies.....	153.28
Miscellaneous train and station expenses.....	3,629.48
Water supply.....	5,244.30
Telegraph operation.....	3,851.99
Loss and damage of goods.....	195.70
Injuries to persons.....	1,351.10
Damage for stock killed.....	3,943.26
Damages to property, including damages by fire.....	173.64
Hire of cars—car mileage.....	4,782.20
Legal expenses.....	1,313.19
All other expenditures chargeable to this account.....	8,687.34
Total.....	\$192,485.41

Class 4.—General Expenses.

Salaries of the general officers of the company.....	10,928.03
General office expenses, including clerk-hire, rent, fuel, lights, etc..	8,500.25
Insurance.....	1,804.08
Taxes in Iowa—estimated.....	20,007 63
Advertising.....	2,598.77
Printing and stationery.....	3,319.70
All other expenditures chargeable to this account	3,510.76
Total.....	\$ 50,669 22

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$ 569,618.68
Proportion for Iowa.....	\$569,618.68
Per mile of road operated.....	2,848.09
Per train mile for passenger, freight, and mixed trains [559,222 miles].....	\$1.01 8-10
Expense of running and management of passenger trains.....	189,872 89
Expense of running and management of passenger trains per train mile.....	.76 9-10
Expense of running and management of freight trains.....	379,745.79
Expense of running and management of freight trains per train mile	1.21 5-10
Percentage of expenses to earnings.....	.67 6-10
Net earnings per train mile [559,222 miles].....	\$ 0.48 6-10

GENERAL RECAPITULATION.

Total earnings.....	\$ 841,835.35
Operating expenses.....	569,618.68
Net earnings—earnings above operating expenses.....	272,216.67

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Floating debt liquidated during the year.....	\$ 182,111.91
Cash on hand, June 30, 1878, in excess of cash on hand, June 30, 1877	62,735.00
Material on hand, June 30, 1878, in excess of material on hand, June 30, 1877.....	37,072.59
	\$ 282,019.50
Deduct difference on ledger, balances as shown on balance sheet,	9,802.83
Surplus at the commencement of the year—net earnings.....	\$ 292,216.67

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78,

SHOWING DISPOSITION OF NET EARNINGS FOR YEAR.

Dr.

Cash on hand, June 30, 1877.....	\$ 5,576.51
Material on hand, June 30, 1877.....	38,407.98
Sundry ledger balances due to company, June 1, 1877.....	20,365.14
Sundry ledger balances due by company, including taxes, June 30, 1878, but not including floating indebtedness prior to May 1, 1877.....	101,232.30
Net earnings for the year.....	272,216.67
Total	\$ 437,798.60

Cr.

Sundry ledger balances due by company, June 30, 1877, not including floating debt, prior to May 1, 1877.....	\$ 61,202.98
Amount paid account of floating indebtedness, prior to May 1, 1877, during year.....	182,211.91
Cash on hand, June 30, 1878.....	68,311.51
Material on hand, June 30, 1878.....	75,480.57
Sundry ledger balances due to company, June 30, 1878.....	50,591.63
Total.....	\$ 437,798.60

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Ackley to Eldora, July, 1868.

From Eldora to Marshalltown, December, 1869.

From Marshalltown to Albia, February, 1871.

From Ackley to Mason City, November, 1870.

From Mason City to Northwood, October, 1871.

Length of main line of road completed, from Northwood to Albia 189.14 miles.

Length of main line of road completed in Iowa..... 189.14 miles.

Branches owned by company, viz.:

Muchakinock Branch, in Iowa, length..... 1.5 miles.

Total length of road belonging to this company..... 190.64 miles.

Aggregate length of sidings and other tracks not above enumerated..... 19.318 miles.

Aggregate length of tracks belonging to this company computed as single track 209.958 miles.

Gauge of track..... 4ft. 8½ in.

Total length of tracks belonging to this company laid with steel rails [weight per yard, 52 lbs.] 18.097 miles.

Total length of tracks belonging to this company laid with iron rails, weights per yard: 10 miles, 45 lbs; 18 miles, 50 lbs.; [173.861 miles, 56 lbs.]

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 30; aggregate length, feet..... 3,298.75
 Wooden trestles, number of, 238; including pile bridges, feet..... 28,477.25
 Culverts, number of, 235.

What railroads cross your road at grade in this state, and at what locality?

C., M. & St. P. R. R. at Mason City.

Illinois Central R. R. at Ackley.

Chicago & Northwestern R. R. at Marshalltown.

Chicago, R. I. & Pacific R. R. at Grinnell.

Keokuk & Des Moines R. R. at Given.

Chicago, Burlington & Quincy R. R. at Albia.

What railroads cross your road either over or under your grade in this state, and where?

Chicago, Rock Island & Pacific R. R. at Oskaloosa.

Number of crossings of highways at grade in this state without protection .. 205

Number of crossings of highways at grade in this state at which there are gates or flagmen.. None.

Number of crossings of highways over railroad 1

Number of crossings of highways under railroad..... 2

Number of highway bridges 18 feet above track..... 1

Number of highway bridges less than 18 feet above track..... None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains and engines must come to a full stop, before crossing the track of any other railroad, and not proceed until foreign track is known to be free from approaching trains.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Enginemen of all locomotives, whether the same are attached to trains or not, will sound the whistle while passing around curves not in full view; and at all road crossings (except railroad crossings) two short blasts of the whistle, (the first should be a second or two longer than the second one) must be given 300 yards from the same.

Number of stations..... 30

Number of persons regularly employed on all roads operated by company, including officials..... 514

How many miles of fencing have you on your road in Iowa?..... 132.095

How many miles of fencing have you built during the year?.... 11.382

What was the average cost per rod?.....\$0.68½

The total cost of same?..... \$2,504.33

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

26.40 miles.....in Worth county. 47.12 miles.. in Cerro Gordo county.

40.57 miles.....in Franklin county. 17.49 miles.....in Hardin county.

41.61 miles.....in Marshall county. 4.83 miles.....in Jasper county.

19.92 miles.....in Poweshiek county. 21.26 miles.....in Mahaska county.

26.98 miles.....in Monroe county.

Aggregate amount, 246.18 miles.

ROLLING STOCK.

	TONS.
Number of locomotives of more than 30 tons weight, exclusive of tender? Heaviest, 35 tons.....	14
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of passenger-cars, 8-wheel.....	9
Number of express and baggage-cars.....	6
Number of box freight-cars.....	315
Number of stock-cars.....	30
Number of coal-cars.....	220
Number of conductors' way-cars.....	15
Other cars as follows: 1 derrick-car; 1 pile driver-car.	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 30 tons..	180
Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 29 tons..	6
Number of locomotives equipped with train-brake.....	7
Number of passenger-cars equipped with train-brake.....	9
What kind of train-brake is in use on your road? Westinghouse air-brake.	
Number of passenger-cars with Miller platform and buffer.....	9
Number of passenger-cars with any other platform and buffer....	None.

TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	30
Number of telegraph stations operated jointly by rail and telegraph companies.....	30

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	246,788
Miles run by freight trains.....	312,434
Total mileage of passenger, freight, and mixed trains.....	559,222
Miles run by construction and other trains.....	69,000
Total train miles run.....	628,222
Number of through passengers.....	17,902
Number of local passengers.....	175,192
Total number of passengers carried.....	193,094
Total passenger mileage, or passengers carried one mile.....	5,765,672
Average amount received from each passenger.....	98½ cents.
Average distance traveled by each passenger.....	30 miles.
Total tons of freight carried.....	300,721
Total freight mileage, or tons carried one mile.....	26,220,283
Highest rate of fare per mile, for any distance.....	3½ cents.
Lowest rate of fare per mile, for any distance (single fare)..	3 cents.
Average rate of fare per mile, received for through passengers.....	3 1-10 cents.
Average rate of fare per mile, received for local passengers.	3 4-10 cents.
Average rate of fare per mile, for all passengers	3 27-100 cents.
Average rate received per mile per ton for all freight carried.....	2 29-100 cents.
Average number of cars in passenger trains, including baggage-cars	4
Average number of cars in freight trains.....	16

Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers...97 tons.
 Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....176 tons.
 Rate of speed of passenger and express trains, including stops.....18 miles per hour.
 Rate of speed of freight trains, including stops.....10 miles per hour

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	88,231	29.3
Flour.....	1,991	.7
Provisions (beef, pork, lard, etc).....		
Animals.....	20,425	7.
Lumber and forest products.....	25,421	8.1
Coal.....	123,365	41.1
Plaster.....	1,650	.5
Salt.....	1,837	.7
Stone and brick.....	4,774	1.6
Merchandise and other articles, not enumerated above.....	33,027	11.
Total tons carried.....	300,721	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company, \$500 per month on an allowance of tonnage amounting to 1,600 through pounds per day of service. One and one-half first-class tariff rate on excess.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars of Pullman Palace Car Company. Three cents per mile, run. Additional charge to passengers made by the Pullman Company.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. \$1,202.19, for March, April, May, and June, 1878. Pullman Palace Car Company. Earnings received by the Pullman Co.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation \$11,584.07 for the year, for service of six days to the week.

Lands — Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. None.

ACCIDENTS TO PERSONS IN IOWA.

July 1, 1877—Charles McMains, brakeman on freight train; had his hand crushed, in coupling cars on Lowry coal switch, near Oskaloosa. No blame attached to any one, except McMains, who was not as careful as he should have been. Injury slight.

July 5, 1877—Gunder Larson was run over by train, one mile north of North Skunk water-tank, and instantly killed; was lying on track, close to rail, and was not seen in time to stop. Larson was thought to be intoxicated.

July 8, 1877—Robert Mullen, at Ackley, while assisting in switching cars, caught his foot in frog, and was run over, foot being badly crushed, and leg broken between ankle and knee. He was employed as coal hoister, and is still working for the road in that capacity.

August 9, 1877—Train ran over a man, three miles south of Marshalltown. Man was walking on the track. Engineer sounded his whistle; man paid no attention to it; sounded a second time; still the man did not leave the track; engine was then reversed, and air brakes applied, but could not stop in time to save man. Both legs were cut off, and man died next day. He stated before he died that his name was S. Douglas, and that he had a family at Peoria, Illinois. He was doubtless intoxicated.

November 1, 1877—Geo. R. Archibalt was stealing a ride on train. Jumped off in a hurry at C. & N. W. Ry. crossing at Marshalltown, and had foot run over. This was his statement of case.

November 25, 1877—A train loaded with Indians was going south, at North Skunk water tank, two squaws fell from car. But slightly hurt.

January 24, 1878—James Harris, brakeman, was run over by car at Union, and died from the effects in five hours after accident. No blame attached to any one.

February 11, 1878—J. B. Joslin, brakeman, in coupling cars had his hand caught and considerably crushed. No carelessness was charged to any other employe.

February 25, 1878—A boy 7 years old, at Oskaloosa, was placing pins on rails and watching wheels pass over them. Train started, and boy was so near, oil-box struck boy and knocked him down; wheel passed over his leg.

April 20, 1878—At Dillon station, a boy was playing on a box-car, which grain man was pushing up to elevator. Boy fell off and was run over by car, and died from injuries received.

May 27, 1878—Wm. Lemon, brakeman, caught his finger between dead-woods, and tore flesh from it. Bones not broken. No carelessness by other employes.

OFFICERS OF COMPANY, WITH LOCATION OF OFFICES.

General Superintendent, H. L. Morrill.

Chief Engineer and Roadmaster, Chas. C. Gilman.

Superintendent of Telegraph, A. Russell.

Auditor and Cashier, J. Robinson.

General Passenger Agent, A. Russell.

General Freight Agent, J. C. Manley.

Attorneys, General and Local, Brown & Binford.

Receiver, H. L. Morrill.

General offices at Marshalltown, Iowa.

STATE OF IOWA, }
County of Marshall, }

H. L. Morrill, Receiver and General Superintendent of the Central Railroad of Iowa, being duly sworn, deposes and says that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

H. L. MORRILL,

Receiver and Gen. Supt. of Central Railroad of Iowa.

Subscribed and sworn to before me, this 16th day of September, A. D., 1878.

THADDEUS BINFORD,

[L. S.]

Notary Public, Marshall County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....\$ 27,729,919.51
 Per value of shares.....\$100.00
 Average price received per share—See *Note A*.

FUNDED DEBT.

C., B. & Q. trust mortgage inconvertible sinking fund, 8 per cent. bonds, payable January 1, 1883.....	\$ 2,561,000.00
C., B. & Q. trust mortgage convertible sinking fund, 8 per cent. bonds, payable January 1, 1883.....	150,000.00
C., B. & Q. trust mortgage convertible sinking fund, 7 per cent. bonds, payable October 1, 1890.....	653,000.00
C., B. & Q. second mortgage bonds, issued on account of Northern Cross Road, payable at Frankfort-on-the-Main, interest at 4½ per cent. to July 1, 1875, and at 4 per cent. from July 1, 1875, to July 1, 1890.....	816,000.00
C., B. & Q. 7 per cent. bonds, dated January 1, 1872, and payable January 1, 1896.....	1,517,475.00
C., B. & Q. 7 per cent. bonds, dated July 1, 1873, and payable July 1, 1903.....	12,307,000.00
C., B. & Q. 5 per cent. bonds, dated June 1, 1875, and payable June 1, 1895.....	415,000.00
C., B. & Q. 5 per cent. bonds, dated October 1, 1876, and payable October 1, 1901.....	2,438,000.00
B. & M. R. R. R. bonds.....	1,600.00
B. & M. R. R. R. new bonds.....	4,638,250.00
B. & M. R. R. R. convertible third series.....	199,500.00
B. & M. R. R. R. convertible 1879.....	288,500.00
B. & M. R. R. R. convertible 1894.....	279,000.00
B. & M. R. R. R. convertible 1889.....	370,500.00
Total amount of funded debt.....	\$ 26,634,825.00

Note A.—By sale and consolidation the Burlington & Missouri River Railroad Company's road property and franchises have been merged with that of the C., B. & Q. R. R. Co., the managers of which have not the information necessary for answering many of the questions asked in this book. Most of the original books of the B. & M. R. R. Co. were destroyed by fire in 1872.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

	WHOLE LINE.
Main line, extension or alteration of road.....	None.
Branches, extension or alteration of road, specifying each.....\$	29,252.59
Double track extension.....	93,958.69
Land, and right-of-way.....	21,469.71
Passenger and freight stations, wood-sheds, and water stations.....\$56,291.84	40,199.84
Less sales.....16,092.00	
Engine-houses, car-sheds, and turn-tables.....	
New locomotives.....	10,653.36
New snow-plows.....	None.
New passenger-cars.....	8,716.56
New mail and baggage-cars, and express-cars.....	6,031.38
New freight-cars, and repair-cars.....	696,996.17
Machine-shops, machinery, and tools.....	4,796.10
New fences.....	10,482.13
Any other expenditures charged to property account, specifying same:	
New side track.....	51,367.09
Bridges.....	7,977.94
Culverts.....	124,049.86
Total.....	1,105,951.42

Property sold and credited property account during the year:
 Premium on bonds sold and discount on bonds purchased... 82,870.57
Net addition to property account for the year..... 1,023,080.85
State the policy pursued by your company in regard to permanent improve-
ment and repairs, such as replacing iron rails with steel, wooden bridges and
culverts with iron and stone, reducing grades and ballasting track. Are the
cost of these improvements charged to repairs or construction, and the reasons
therefor? The policy of this company is to make these permanent improve-
ments as rapidly as means will permit, and to charge the cost to Operating
Expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, AND MISCELLANEOUS
IN IOWA.

	PASSEN- GERS.	FREIGHT.	MISCEL- LANEOUS. including mail and express.
July, 1877	\$ 61,071.36	\$ 160,999.67	\$ 11,032.88
August, 1877	64,655.42	333,728.07	10,999.89
September, 1877	87,095.04	304,474.15	11,125.75
October, 1877	88,356.82	334,247.56	10,353.83
November, 1877	74,639.28	332,782.86	11,235.99
December, 1877	60,698.46	198,579.74	12,410.64
January, 1878	64,910.44	243,349.50	12,063.46
February, 1878	61,951.84	243,148.11	10,327.62
March, 1878	75,829.12	328,405.22	10,413.92
April, 1878	75,211.84	299,555.93	10,981.36
May, 1878	64,120.51	320,072.56	11,166.83
June, 1878	66,771.31	212,791.57	11,327.94
Totals	\$ 845,311.44	\$3,312,134.94	\$133,440.16

Recapitulation of Earnings in Iowa.

Total receipts from passenger trains.....\$ 845,311.44
Total receipts from freight trains..... 3,312,134.94
Receipts from miscellaneous sources, including mail and express. 133,440.16
Total earnings in Iowa..... 4,290,886.54
Earnings per mile of road operated. [522.894 miles], [\$8,186.70].
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? No advance since March 23, 1878.

Receipts other than Earnings.

Sale of real estate.....\$16,092 deducted from expenditures.
All other sources, specifying same. Premium on bonds sold and discount on bonds purchased deducted from expenditures.
..... \$82,870.57

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

OPERATING EXPENSES.	Iowa.	Whole line, including St. Louis, Rock Island & Chicago Railroad.
Train service.....	\$ 244,280.82	\$ 616,921.19
Engine service.....	282,760.56	782,969.00
Station service.....	172,624.38	746,122.96
Water service.....	34,630.25	76,857.56
Repairs track	633,840.26	1,475,013.79
Repairs bridges.....	165,388.96	367,445.96
Repairs fences	16,369.86	55,947.31
Repairs buildings.....	34,771 20	101,550.57
Repairs docks and levees.....	.....	2,877.57
Repairs engines.....	160,848.35	524,694.56
Repairs cars	212,600.80	622,837.47
Lost and damaged freight	6,056.35	18,931.78
Miscellaneous loss and damage	45,354.62	88,869.07
Telegraphing	59,851.49	148,861.91
Fuel consumed.....	253,269.67	653,350.51
Oil and waste	42,452.39	113,183.56
Stationery	12,918.52	41,972.52
Printing, advertising and subscription	8,111.67	23,836.81
General expenses.....	114,282.21	356,674.42
Legal expenses.....	17,144.00	52,731.55
Miscellaneous expenses	2,162.71	6,959.10
Foreign agencies.....	44,350.88	96,333.25
Insurance	12,640.55	39,921.29
Rent of cars	50,011.61	138,820.67
Total	\$ 2,626,722.14	\$ 7,153,684.38
Rent of tracks.....	\$ 144,510.37	
Taxes, state, county, city and town.....	608,926.47	
Interest on bonds	2,120,114.45	
Total	\$ 10,027,235.67	

WHOLE LINE INCLUDING ST. LOUIS, R. I. & CHI. R. R.

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$10,027,235.67
Per mile of road operated	7,431.68
Percentage of expenses to earnings.....	.7455

GENERAL RECAPITULATION.

Total earnings.....	\$13,425,028.91
Total receipts during the year—interest and exchange.....	25,465.46
Total operating expenses.....	10,027,235.67
Net earnings—earnings above operating expenses.....	3,423,257.70
Percentage of net earnings to stock and debt...6 3-10 pr. ct.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year, being total interest liability..	\$2,120,114.45
Receipts above operating expenses and interest.....	3,423,257.70
Amount paid during the year for permanent improvements, and charged to cost of road, and to operating expenses (not charged off until December 31 of each year).....	1,599,342.54
Dividends declared, 8 per cent. for the year, amount.....	2,206,038.76
Date of last dividend declared ..	March 15, 1878.
Balance for the year, or surplus.....	1,207,012.21
Surplus at the commencement of the year	3,389,038.98
Total surplus	1,207,012.21
Paid to sinking funds in hands of trustees	314,678.85

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Construction accounts.....	\$42,212,473.97
Equipment accounts	9,446,498.50
Branch roads.....	3,761,617.74
Stocks, cash, and material on hand	6,184,449.76
Bills and accounts receivable and payable—balance.....	1,010,240.29
Total..	\$62,615,280.26

CR.

Capital stock	\$27,729,916.51
Funded debt	26,634,825.00
C., B. & Q. sinking fund	2,398,772.12
B. & M. sinking fund.....	1,437,722.94
Profit and loss.....	527,016.39
Suspended debt, principally worthless.....	\$1,080,672.55
Construction expenditures for year ending June 30, 1878, to be written off.....	1,599,342.54
* Income account.....	1,207,012.21
	3,887,027.34
Total.....	\$62,615,280.26

* "It has sometimes been suggested that this surplus fund ought, wholly or in part to be written off against the depreciation of our equipment, and other perishable property."—[Extract from report of Directors, December 31, 1877.]

DESCRIPTION OF ROAD.

Date when the road, or portions thereof were opened for public use:

From Burlington to Ottumwa, August 25, 1859.

From Ottumwa to Chariton, June, 1867.

From Chariton to Afton, August 15, 1868.

From Afton to East Plattsmouth, December 20, 1869.

From Afton to Council Bluffs, January 16, 1870.

* Length of main line of road completed, from Burlington to East Plattsmouth.....282.926

Length of main line of road completed from Red Oak to Hamburg..... 39.291

Length of main line of road completed in Illinois..... 322.217

Total length of road belonging to this company..... 369.867

Aggregate length of sidings and other tracks not otherwise enumerated, including leased lines 692.084

Same in Iowa, including leased lines..... 276.576

Aggregate length of tracks, not including sidings, belonging to this company computed as single track..... 98.886

Same in Iowa 766.008

Gauge of track..... 322.217

Total length of tracks belonging to this company laid with steel rails in Iowa, miles 4 feet 8½ in.

Weights per yard..... 202 19-100

Total length of tracks belonging to this company laid with iron rails..... 318.844

Weights per yard, main line..... 60 lbs.

Branches 48 to 56 lbs.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract.

Fox River line, from Geneva to Streator, Illinois..... 68.493

Rock Falls line, from Shabbona to Rock Falls, Illinois..... 46.434

Clinton line, from Mendota to Clinton, Illinois..... 61.604

Rushville line, from Buda to Rushville, Illinois..... 107.186

Keithsburg line, from Galva to Keithsburg, Illinois..... 56.328

Carthage line, from Carthage Junction, to Quincy, Illinois..... 70.130

Q. A. & St. Louis line, from Quincy to E. Louisiana, and E. Hannibal..... 46.319

456.494

Keokuk line, from Burlington to Keokuk, Iowa..... 42.466

A. K. & D. line, from Albia to Knoxville, Iowa 33.216

Chariton line, from Chariton to Leon, Iowa..... 37.760

Creston line, from Creston to State Line, Iowa..... 42.675

B. & N. V. Railway line, from Villisca to Clarinda. 14.190

Kansas City St. Jo. & Council Bluffs line, from Pacific Junction to Council Bluffs..... 163.30

Kansas City St. Jo. & Council Bluffs line, from Hamburg Junction to E. Nebraska City..... 12.180

Creston line, from State Line to Hopkins, Missouri..... 1.860 200.677

St. L., R. I. & C. R. R. via Sterling to Alton Junction..... 250.15

Keithsburg Branch..... 17.90

Branch to Cleveland Coal Field 3.50

Joint interest with C. & N. W. Railway from R. I. Junction to Sterling..... 5.20

Alton Junction to E. St. L., Trackage... 21.00

* Length in all cases to be given in miles and decimals.

Total length of above roads.....	657.171
Total length of above roads in Iowa.....	198.817
Total length of above roads in other States, specifying each, Mis- souri.....	1.86
Total miles of road operated by this company.....	1620.50
Total miles of road operated by this company, in Iowa.....	527.034

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 62; aggregate length, feet.....	8,400
Iron bridges, number of, 10 . aggregate length, feet.....	2,998
Wooden trestles, number of, 656; aggregate length, feet.....	77,857
Culverts, number of, 1,143; aggregate length, feet.....	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	L'gth. Feet.	WHEN BUILT.
Between Beckwith and Fairfield	2 Girders	Iron.....	84 ft...	1877-1878.....
Between Dudley and Frederic...	2 Girders	Iron.....	70 ft ..	1877-1878.....
Between Murray and Thayer.....	1 Girder.....	Iron	42 ft...	1877-1878.....
Keokuk & St. Paul at Wever.....	1 Howe Truss.....	.....	100 ft.	1877-1878.....

Crossings.

What railroads cross your road at grade in this State, and at what locality?
Chicago & Southwestern Railroad, at Fairfield.
Keokuk & Des Moines Railroad, at Ottumwa.
Central Railroad of Iowa, at two miles east of Albia.
Kansas City, St. Jo., & Council Bluffs Railroad, at Hamburg.
Kansas City, St. Jo., & Council Bluffs Railroad, at Pacific Junction.

What railroads cross your road either over or under grade in this State?
None.

Number of crossings of highways at grade in this State without pro- tection.....	646
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	8
Number of crossings of highways over railroad.....	8
Number of crossings of highways under railroad.....	None.
Number of highway bridges 18 feet above track ..	8
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains will come to a full stop within 400 feet before crossing another railroad at grade.

In all cases trains must be run with such care as will insure absolute safety. At many of the crossings signal boards or gates are used, which, with the pre-cautions established by rules, seem to be sufficient for safety.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? The bell must be rung at the distance of eighty rods from the place where the railroad crosses any other road or street, and be kept ringing till the engine shall have crossed said road or street. Bells with steam ringer will be kept ringing while en-gine is in motion. The bell will be rung also as a signal that the train is about to start—the whistle never being used for this purpose. Always ring bell when moving about stations. These regulations are found to be suffi-cient for safety.

Number of stations on whole line.....	273
Same in Iowa.....	92

Employees.

Number of persons regularly employed on all roads operated by company, including officials—Illinois.....	5,174
Same in Iowa.....	3,799

Fencing.

How many miles of fencing have you on your road in Iowa ?....	511.12 miles.
How many miles of fencing have you built during the year?.....	25.36 miles.
What was the average cost per rod?.....	\$1.10
The total cost of same?.....	10,482.13

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender, in Iowa.....	110
Number of locomotives of more than 20 tons weight, exclusive of tender, in Iowa.....	16
Number of passenger-cars on whole line.....	116
Number of cars—sleeping, 11 ; dining, 4 ; officers', 4, on whole line.....	19
Number of express, mail, and baggage-cars on whole line.....	63
Number of box freight-cars on whole line.....	5,218
Number of stock-cars on whole line.....	359
Number of platform-cars on whole line.....	1,925
Number of coal-cars on whole line.....	
Number of conductors' way-cars on whole line.....	176
Other cars as follows: Wrecking and tool, 5 ; hand, 421 , push, 361.....	787
	<hr/>
	8,663

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? Engine of 36 to 38 tons weight will draw in Iowa about 15 cars, carrying 12 tons, each.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Engine of 36 to 38 tons will draw about 11 passenger and express-cars in Iowa.

Number of locomotives equipped with train-brake.....	123
Number of passenger-cars equipped with train-brake.....	198
What kind of train-brake is in use on your road? Westinghouse air-brake.	
Number of passenger-cars with Miller platform and buffer, including baggage, mail and express.....	198
Number of passenger-cars with any other platform and buffer....	None.

TELEGRAPHS.

Miles of telegraph on line operated by company, in Iowa.....	520½
Miles of telegraph owned by company.....	520½
Number of telegraph offices in company's stations.....	82
Number of telegraph stations operated by company only....	3
Number of telegraph stations operated jointly by rail and telegraph companies.....	79

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	591,085
Miles run by freight trains.....	2,152,762
Miles run by mixed trains—for June, only.....	8,994
<hr/>	
Total mileage of passenger, freight, and mixed trains.....	2,752,841
Miles run by construction and other trains—No record. ....	.....
<hr/>	
Total engine miles run	4,721,420
Highest rate of fare per mile, for any distance ..	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	3 cents.
Average number of cars in passenger trains, including baggage cars, estimated	6
Average number of cars in freight trains, estimated.....	15
Rate of speed of passenger and express trains, including stops..	24 miles.
Rate of speed of freight trains, including stops.....	12 miles.

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
	IOWA—LOCAL
Grain.....	97,914
Flour.....	4,734
Provisions, (beef, pork, lard, etc.), including salt.	2,646
Animals.....	11,886
Lumber and forest products.....	70,613
Coal and coke.....	131,909
Iron, lead, and other mineral products.....	7,623
Stone, brick, lime, clay, sand, cement, and stucco.....	12,124
Manufactures—including agricultural implements, furniture, and wagons.....	9,237
Merchandise and other articles, not enumerated above.....	88,241
<hr/>	
Total tons carried in Iowa, local	436,937
Total tons carried, inter-state business.....	953,450
<hr/>	
Total.....	1,390,387

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what condition as to rates, etc. what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company runs on the main line and all branches. The express company transports all money for the railroad company free. The railroad company furnishes the cars at its own expense. The express company is not limited to any kind of business, being at liberty to take whatever the allotted space allows. It loads express freight into cars; has sole charge of it; unloads and takes care of it; and assumes all risk and responsibility.

What freight and transportation companies run on your road? There are no contracts with transportation companies.

What amount have you paid other corporations, car loaning companies, [stock companies,] or individuals, not operating railroads, for the use of cars?

National Tube Works.....	\$ 1,800.00
Fort Wayne, Muncie & Cin. R. R.....	409.99
Western Car Co.....	29,840.33

The cars of these companies were not hired especially for Iowa, but were sometimes used there.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars, owned and run by the Pullman Palace Car Company, who regulate the rates for use of cars. Dining-cars owned jointly by this company and the Pullman Palace Car Co., are run in Iowa, and a uniform rate of seventy-five cents is charged per meal.

What is the total amount paid by your company to palace, or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? This company maintains and repairs the cars; and the Pullman Palace Car Co., maintains everything relating to the sleeping apparatus. The Pullman Palace Car Co. receives the entire earnings.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? On main line in Iowa, \$191.20 per mile, and on branches, \$36.00 to \$58.50 per mile.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants.....	\$ 360,072.96
State the number of acres yet to inure to your company from Congressional grants.*	
State the average price at which these lands are offered for sale by the company.....	7.00
State the average price at which these lands have been sold or contracted by the company.....	12.02
State the number of acres sold.....	321,106.19
State the amount received from forfeited contracts (including interest on deferred payments received by the company)	74,639.98
State the gross amount received from sales, contract, forfeited contracts, etc., up to June 30, 1878.....	\$ 2,175,313.10

Lands—State or Swamp-Land Grant.

State the number of acres of swamp-lands received from counties. No swamp-land grant received by the C., B. & Q.

Summary.

Total amount of lands received by company.....	360,072.96	100 acres.
Total amount of lands sold and contracted by company...	321,106.19	100 acres.
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company... ..	\$ 2,175.313.10	

* There are no vacant lands within the limits of the grant which will inure to the company, though the grant falls short over 500,000 acres.

ACCIDENTS TO PERSONS IN IOWA.

DATE.	NAME OF PERSON.	OCCUPATION.	CAUSE OF ACCIDENT.	LOCATION.	CHARACTER OF INJURY.
1877.					
Jan. 6.	John Bou.		Jumping from train in motion	Aston	Right leg amputated
Aug. 15.	Chas. F. Beloege		Rear collision—unavoidable.	Danville	Killed
Aug. 18.	H. Ochleblayer.	(Boy)	Attempting to board train.	Ottumwa	Left leg amputated
Aug. 20.	C. A. Clendenin	Brakeman.	Fell from top of train	Near Thayer	Killed
Sept. 5.	Unknown man		Struck on truck—intoxicated.	One mile east of Whitfield	Killed
Sept. 10.	Martin McAnnally		Lying on track—while switching	One mile east of Hamburg	Killed
Oct. 22.	L. P. Adley	Brakeman.	Fell under cars while switching	Shocks	Killed
Oct. 23.	Joseph Moore		Fell off passenger train—drunk.	Between Shocks and Chillicothe	Killed
Oct. 19.	William Coy	Switchman.	Coupling cars	W. P. Transfer	Severely Bruised
Oct. 30.	Mrs. Wm. Johnson		Sudden start of train	Lovilla	Third finger amputated
Nov. 12.	Jas. D. Wilson.	Brakeman.	Slipped and fell between cars	Half mile east of Corning	Somewhat bruised
Nov. 19.	E. H. Mabes	Agent, Malvern.	Fell from top of train while helping to do switching.	Malvern	Killed
Nov. 23.	Chas. H. Cook.	Brakeman.	Coupling two Empire Line cars.	Woodburn	Injuries from which he died
Dec. 8.	R. Hartnough	Section man	On track and struck by engine.	Council Bluffs	Injuries from which he died
Dec. 24.	Wm. McCullen	Laborer.	Fell between cars	Near Stanton	Killed.
1878.					
Jan. 1.	John Muban.		Walking on track, struck by train.	Between Bedford and Conway	Badly bruised
Jan. 5.	Frank Moran	Brakeman.	Fell from top of train.		Concussion of brain.
Jan. 8.	Gus. Johnson	Fireman	An arch-flue of engine burst.		Seriously scalded.
Jan. 14.	Edwin Bottom	Brakeman.	Fell from top of train.		Killed.
Jan. 20.		Switchman.	coupling		Two fingers amputated
Feb. 14.		Switchman.	reen cars		Left leg broken
March 2.		Brakeman.	while intoxicated.		Killed.
March 21.		(Child)	r coal car.	Oscola	Killed.
March 19.	Charlie Norton	Brakeman.	l of frog.	Dudley	Killed.
March 29.	J. W. Lindsay.	Brakeman.	Caught between U. D. L. cars while coupling	Corning	Killed.
April 4.	Peter Banks	Brakeman.	Getting on train, slipped	Woodburn	Injuries from which he died
May 10.	P. F. Swift.	Conductor.	Attempting to jump on train	Monroe Coal Siding	Right foot injured.
June 1.	John Lally.	(Boy)	Attempting to jump on train	Albia	Left leg cut off.
June 1.	Oscar Helzer.	(Boy)	Attempting to jump on train	Prescott	Foot bruised

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control..1	...	
misconduct or want of cau-		
tion.....1	2	
Employees—from causes beyond their control..2	...	
misconduct or want of cau-		
tion .....9	11	
Others—at stations and highway crossings....0	...	
stealing rides .....0	...	
trespassing on track, etc.....3	3	Total killed ...16
Injured—Passengers—from causes beyond their control..0	...	
misconduct or want of cau-		
tion.....3	3	
Employees—from causes beyond their control..1	...	
misconduct or want of cau-		
tion.....5	6	
Others—at stations and highway crossings....0	...	
stealing rides.....3	...	
trespassing on track, etc.....1	4	Total injured..13

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents? All frogs and switches are blocked up.

OFFICERS OF THE C., B. & Q. R. R. COMPANY, WITH LOCATION OF OFFICES.

President—John M. Forbes, Boston.
Vice-President and General Manager—C. E. Perkins, Burlington.
Secretary and Treasurer—A. T. Hall, Chicago.
Traffic Manager - C. W. Smith, Chicago.
General Superintendent—T. J. Potter, Burlington.
Assistant General Superintendent -G. O. Manchester, Chicago.
Consulting Engineer, Robert Harris, Chicago.
Superintendent of Telegraph, F. H. Tubbs, Burlington.
Auditor, George Tyson, Boston.
General Passenger Agent, D. W. Hitchcock, Chicago.
General freight Agent, E. P. Ripley, Chicago.
Solicitor, J. M. Walker, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

John M. Forbes, Boston, Massachusetts.
Sidney Bartlett, Boston, Massachusetts.
Chas. J. Paine, Boston, Massachusetts.
T. Jefferson Coolidge, Boston, Massachusetts.
H. S. Russell, Boston, Massachusetts.
J. L. Gardner, Jr., Boston, Massachusetts.
J. N. A. Griswold, Newport, Rhode Island.
Peter Geddis, New York.
J. M. Walker, Chicago, Illinois.
Robert Harris, Chicago, Illinois.
C. E. Perkins, Burlington, Iowa.

General Offices at 102 Michigan Avenue, Chicago.
Date of annual meeting of stockholders, Wednesday after the fourth Monday in March.
Fiscal year of the company, December 31st.

STATE OF IOWA, }
 County of Des Moines. } .

C. E. Perkins, Vice-President, and E. D. Barbour, Secretary, of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

[Signed]

[L. S. OF P. R.]

C. E. PERKINS,
 E. D. BARBOUR, *Secy.*

ATTEST.

E. D. BARBOUR, *Secy.*

Subscribed and sworn to before me, this 12th day of October, A. D. 1878, by C. E. Perkins.

[L. S.]

H. B. SCOTT, *N.-P.*

Subscribed and sworn to by said E. D. Barbour, before me a notary public of the state of Illinois, in and for Cook county, this 7th day of October, A. D., 1878.

[L. S.]

LESTER O. GODDARD,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 12th day of October, 1878.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired in relation to the issue of stock, the cost and estimated value of road in detail, etc.

Par value of shares	[\$100.00].
Number of stockholders at date of last election.....	[1,768].
Number of stockholders in Iowa at same date.....	[1].
Amount of full-paid stock held in Iowa at same date [2 shares].	\$ 200.00
Capital stock issued [number of shares, 276,837.44] amount paid in.....	\$27,683,744.00
Capital stock paid in common.....	15,404,261.00
Capital stock paid in preferred, and conditions of preferment...	12,279,483.00
Capital stock, total amount paid in as per books of the company,	\$27,683,744.00
Capital stock paid in per mile of road owned by company [1,412.34 miles].....	19,801.00

DEBT.

CLASS OF BONDS.	Date of issue.	Rate of interest, pr. cent.	Where payable.	When payable.	Amount.
Consolidated mortgage bonds.....	1875	7	N. Y....	July 1, 1905	
1st Mort. La Crosse Division bonds.....	1863	7	N. Y....	Janu'ry 1, 1893	
1st Mort. Iowa and Minn. Div. bonds.....	1867	7	N. Y....	July 1, 1897	
1st Mort. Prairie du Chien Div. bonds ..	1868	8	N. Y....	Feb'ry 1, 1898	
2d Mort. Prairie du Chien Div. bonds.....	1868	7 & 10	N. Y....	Feb'ry 1, 1898	
1st Mort. Chicago and Mil. Div. bonds.....	1873	7	N. Y....	Janu'ry 1, 1903	
1st Mort. St. Paul (to River) Div. bonds....	1872	7 gold	Lond....	Janu'ry 1, 1902	
1st Mort. Iowa and Dakota Div. bonds....	1869	7	N. Y....	July 1, 1899	
1st Mort. Hastings and Dak. Div. bonds....	1872	7	N. Y....	Janu'ry 1, 1902	
Second mortgage bonds	1864	7	N. Y....	October 1, 1894	
Minnesota Central bonds.....	1864	7	N. Y....	July 1, 1894	
Milwaukee & Western bonds.....	1861	7	N. Y....	July 1, 1891	
Equipment and bridge bonds.....	1878	10	N. Y....	June 1, 1888	
Real estate, purchase money bonds.....	1864	7	N. Y....	July 1, 1874	
Milwaukee City bonds.....	1854	7	N. Y....	March 1, 1874	
Total					\$30,085,540.00

Total amount of funded debt.....	\$30,066,500.00
Unfunded debt incurred in any manner, and how. June pay- rolls and bills payable in July. Current balances.....	750,333.36
Total debt liabilities.....	<u>\$30,816,833.36</u>
Amount of debt liabilities per mile of road [1,412.34 miles]	21,820.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	27,736,647.30
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Nothing.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$57,499,546.65
Average cost of same per mile	40,712.00
Proportion of same for Iowa.....	13,641,890.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line extension or alteration of road.....	\$387,320.58
Branches, extension or alteration of road, specifying each, (Ne- cedah branch)	45,423.95
Land, one building thereon	108,454.73
Passenger and freight-stations, wood-sheds, and water-stations..	38,104.82
Engine-houses, car-sheds, and turn-tables.....	6,358.16
Steel rails (excess of cost over iron).....	125,160.94
New locomotives.....	43,200.00
New passenger-cars	30,156.96
New mail and baggage-cars.....	10,201.03
New freight-cars	290,338.82
New fences	2,181.04
New iron bridges, viaducts, etc.	42,652.03
Total.....	<u>\$1,129,553.06</u>
Property sold and credited property account during the year:	
Old barges at La Crosse.....	\$600.00
Real estate in Milwaukee	200.00
	<u>800.00</u>
Net addition to property account for the year.....	<u>\$1,128,753.06</u>

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades, and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? A large portion of the tracks of this company within the states of Illinois and Wisconsin have been relaid with steel rails; up to this time only fifteen miles of steel have been laid in Iowa. About \$10 per ton is charged to permanent improvement, and the remainder to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1877.....	\$16,257.74	\$159,141.47	\$175,399.21
August, 1877.....	19,237.84	166,485.99	185,723.83
September, 1877.....	14,364.08	187,503.78	201,867.86
October, 1877.....	17,985.35	171,372.19	189,357.54
November, 1877.....	11,929.54	140,391.05	152,320.59
December, 1877.....	12,742.26	129,045.60	141,787.86
January, 1878.....	8,431.99	116,686.77	125,118.76
February, 1878.....	6,685.39	108,127.80	114,813.19
March, 1878.....	6,058.83	162,306.04	168,364.87
April, 1878.....	14,467.78	144,134.29	158,602.07
May, 1878.....	19,061.19	156,808.57	175,869.76
June, 1878.....	19,010.46	152,338.35	171,348.81
Totals.....	\$166,232.45	\$1,794,341.90	\$1,960,574.35

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1877.....	\$45,521.15	\$281,221.15	\$326,742.30
August, 1877.....	64,339.89	375,290.43	439,630.32
September, 1877.....	72,420.93	823,008.93	895,429.86
October, 1877.....	93,928.14	817,198.73	911,126.87
November, 1877.....	83,526.36	587,709.51	671,235.87
December, 1877.....	76,630.87	401,316.45	477,947.35
January, 1878.....	64,467.76	456,555.41	521,023.17
February, 1878.....	74,069.19	427,152.53	501,221.72
March, 1878.....	81,926.03	363,113.51	445,039.54
April, 1878.....	116,068.66	438,667.56	554,756.22
May, 1878.....	113,169.96	451,177.36	564,347.32
June, 1878.....	78,016.67	331,982.16	409,998.83
Totals.....	\$964,085.61	\$5,754,413.76	\$6,718,499.37

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1877.....	\$12,282.18	\$13,580.03	\$6,906.71
August,	1877.....	12,506.43	14,104.06	7,962.85
September,	1877.....	13,426.93	12,450.48	8,574.50
October,	1877.....	12,790.02	12,122.87	10,994.90
November,	1877.....	13,901.78	12,940.39	14,123.46
December,	1877.....	13,553.93	12,954.05	12,885.61
January,	1878.....	13,568.01	13,463.83	13,963.86
February,	1878.....	13,569.26	11,957.04	9,108.29
March,	1878.....	13,870.26	12,966.11	8,088.38
April,	1878.....	13,516.51	12,927.31	6,352.59
May,	1878.....	13,784.66	13,484.24	7,257.88
June,	1878.....	13,953.68	12,549.50	7,894.95
Totals.....		\$160,723.65	\$155,499.91	\$114,114.28

Recapitulation of Earnings.

Receipts from local passengers.....	\$1,794,341.90	
Receipts from through passengers	166,232.45	
		1,960,574.35
Receipts from news service.....		6,917.12
Receipts for express.....		155,499.91
Receipts for extra baggage		6,638.13
Receipts for mails		160,723.65
Receipts for sleeping-cars.....		45,464.50
Total receipts from passenger trains.....		\$2,335,847.66
Receipts from passenger trains, per train mile run (1,444,875 miles), \$1.62.		
Receipts from local freight.....	\$5,754,413.76	
Receipts from through freight.....	961,085.61	
Total receipts from freight trains.....		\$6,718,499.37
Receipts from freight trains, per train mile run (3,801,701 miles), \$1.77.		
Receipts from miscellaneous sources		55,064.53
Total earnings*.....		\$9,109,411.56
Proportion for Iowa.....	\$875,103.22	
Earnings per mile of road operated (248 miles).....	3,528.64	
Per train mile, for passenger, freight, and mixed trains (617,023 miles), \$1.42.		

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? No advance in the rates has been made in any case. Some slight reductions on coal and other heavy freight have been established.

* Earnings of elevators in Milwaukee are not included in this statement.

RETURNS OF COMPANIES.

161

Receipts other than Earnings.

Receipts from other roads, and decrease of floating assets.....	\$ 244,088.10
Receipts from sale of bonds of company not previously issued...	288,402.14
Receipts from sale of other securities.....	10,000.00
Receipts from sale of real estate, and property.....	800.00
Receipts from increase of floating debt.....	356,511.23
Receipts from all other sources, specifying same, interest, and exchange.....	6,317.23

Total receipts for the year, including net earnings.....\$ 5,277,901.62

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor, and supplies.....	\$ 1,210,052.23
Repairs of bridges—labor, and supplies, and renewal.....	93,944.24
Repairs of fences—labor, and supplies.....	21,456.52
Repairs of buildings—stations, and water-tanks, etc., and renewals.....	88,986.60
New steel rails, deducting old rails sold, included in track... ..	\$ 284,736.87

Total.....\$ 1,414,439.59

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger and freight locomotives—labor, and supplies	\$ 310,498.27
Repairs of cars—labor, and supplies.....	444,871.25
Repairs of machinery and tools—labor, and supplies.....	22,539.99

Total.....\$ 777,909.51

Class 3.—Conducting Transportation.

Fuel.....	\$ 561,314.31
Oil, and waste.....	60,411.55
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	1,395,804.77
Miscellaneous, train, and station supplies, including lights.....	119,314.95
Loss and damage of goods.....	5,920.10
Injuries to persons.....	18,133.48
Damage for stock killed, damages to property, including damages by fire.....	17,237.94
Hire of cars.....	28,348.30
Legal expenses.....	31,952.40
All other expenses chargeable to this account.....	14,060.43

Total.....\$ 2,252,498.23

Class 4.—General Expenses.

Salaries of the general officers of the company, general office expenses, including clerk-hire	\$ 131,545.45
Insurance.....	15,274.52
Taxes in Iowa.....	\$ 30,296.82
Taxes in other states.....	242,974.10—
Advertising, and foreign agencies.....	48,492.40
All other expenses chargeable to this account.....	54,910.52

Total\$ 523,493.81

Recapitulation of Expenses.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3, and 4</i>)	\$ 4,968,341.14
Proportion for Iowa.....	\$ 557,715.97
Per mile of road operated.....	2,248.85
Per train mile for passenger, freight, and mixed trains [617,023 miles].....	0.91
Percentage of expenses to earnings, Iowa.....	63.7
Net earnings per train mile [617,023 miles].....	\$ 0.51

GENERAL RECAPITULATION.

Total earnings (excepting elevators).....	\$ 9,109,411.56
Total receipts during the year.....	\$10,246,242.76
Total operating expenses (excepting elevators)	4,968,341.14
Net earnings—earnings above operating expenses	\$ 4,141,070.42
Total receipts above operating expenses.....	\$ 5,277,901.62
Percentage of net earnings to stock and debt, 7 per cent.	
Percentage of net earnings to cost of road and equipment, 7 per cent.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 2,152,972.61
Interest falling due during the year, but not paid...\$	7,027.39
Total interest liability for the year, say.....	2,160,000.00
Receipts above operating expenses and interest.....	3,124,929.01
Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 1,129,553.06
Amount paid during the year for permanent improvements, and charged to operating expenses	
Bonds and stock redeemed.....	224,750.75
Bonds and stock of other roads purchased.....	428,454.50
Dividends declared, 3½ per cent. for the year 1876.....	429,606.90
Dividends declared, 3½ per cent. for the year 1877.....	429,781.90
Dividends declared, 3½ per cent. for the year 1877.....	429,781.90
Date of last dividend declared, February 26, 1878.	
Sinking fund.....	53,000.00
Total	\$ 5,277,901.62

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Cost of road and equipment, etc.....	\$ 57,499,546.65
Materials and stores on hand	252,576.22
Investments	2,294,675.63
Cash on hand, etc.....	210,921.03
Bills receivable.....	8,500.00
Due from agents, and other companies, and individuals—current balances	566,089.40
	<u>\$60,832,308.93</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

CR.

Preferred stock.....	\$ 12,279,483.00
Common stock.....	15,404,261.00
Bonds outstanding.....	30,066,500.00
Incumbrances assumed.....	7,218.00
Unpaid pay-rolls and bills.....	537,857.91
Dividends and interest unclaimed.....	28,853.75
Balances due other companies, individuals, etc. Current bal- ances	183,621.70
Coupon ticket account.....	47,958.16
Income account	2,276,555.41
Total	\$ 60,832,308.93

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
Sixty-three miles, from McGregor to Cresco, December, 1866.	
Twenty-two miles, from Cresco to State Line, December, 1867.	
Eighty-four miles, from Calmar to Clear Lake, fall of 1869.	
Forty-two miles, from Clear Lake to Algona, August, 1870.	
Twenty-eight miles, from Mason City to State Line, November, 1870.	
Nine miles, from Conover to Decorah, September, 1869.	
* Length of main line of road completed in Iowa.....	247.72 miles.
Length of main line of road completed in Illinois.....	45.00 miles.
Length of main line of road completed in Wisconsin.....	680.69 miles.
Length of main line of road in Minnesota.....	352.13 miles.
Sabula to Marion, Iowa (separate report)	86.80 miles.
Total length of road belonging to this company.....	1,412.34 miles.
Aggregate length of sidings and other tracks not above enu- merated.....	Not known.
Same in Iowa.....	21.25 miles.
Aggregate length of tracks belonging to this company in Iowa, computed as single track.....	268.97 miles.
Gauge of track.....	4 ft. 8½ in.*
Total length of tracks belonging to this company laid with steel rails in Iowa [weights per yard, 60 lbs.].....	11.58 miles.
Total length of tracks belonging to this company laid with iron rails in Iowa [weights per yard, 60 lbs.]	257.39 miles.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each? Madison & Portage Railroad, length.....		39 miles.
Oshkosh & Mississippi River Railway.....		20 miles.
Dubuque Southwestern Railroad.....		54.76 miles.
Total length of above roads.....		113.76 miles.
Total length of above roads in Iowa.....		54.76 miles.
Wisconsin.....		59 miles.
Total miles of road operated by this company.....		1,526.10 miles.
Total miles of road operated by this company in Iowa.....		†389.28 miles.

* Length in all cases given in miles and decimals.

† This includes length of Western Union Division, comprising lines from Sabula to Marion, 86.80 miles, formerly known as the Sabula, Ackley & Dakota Railroad; and from Cedar Rapids to Farley, 54.76 miles, known as the Dubuque Southwestern Railroad. For these lines separate reports of earnings are made.

Number of Bridges and Trestles on Whole Line in Iowa.

Wooden bridges, number of, 51 ; aggregate length, feet..... 3,753
Wooden trestles, number of, 178 ; aggregate length, feet.....12,031
Culverts, number of, 147 ; aggregate length, feet..... 915

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Fort Atkinson.....	Howe truss.....	Wood.....	108 ft....	1878...
Fort Atkinson.....	Howe truss.....	Wood.....	78 ft....	1878...
Chickasaw.....	Howe truss.....	Wood.....	88 ft....	1877...
Rudd.....	Howe truss.....	Wood.....	88 ft....	1877...
On Decorah Branch.....	Howe truss ..	Wood.....	68 ft....	1878...
On Decorah Branch.....	Seven bridges, straining beam truss.....	Wood.....	Each 45 ft....	1877...
Glard.....	Three bridges, straining beam truss ..	Wood.....	Each 45 ft....	1878...
Glard.....	Four bridges, straining beam truss.....	Wood.....	Each 45 ft....	1877...

Crossings.

What railroads cross your road at grade in this state, and at what locality?
Illinois Central Railroad at Charles City.
Burlington, Cedar Rapids & Northern Railroad at Nora Springs and Plymouth.
Central of Iowa Railroad at Mason City Junction.
What railroads cross your road either over and under your grade in this state ?..... None.
Number of crossings of highways at grade in this state without protection..... 234
Number of crossings of highways at grade in this state at which there are gates or flagmen.....
Number of crossings of highways over railroad.....
Number of crossings of highways under railroad.....
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All engines with or without trains are obliged to stop dead within 400 feet of all railroad crossings and not proceed until track is clear. Sufficient.
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistling-posts are set 80 rods each side of public highways, and all engines must blow whistle at these posts, and ring bell, until highway is crossed. Sufficient.

Stations.

Number of stations, say 246
Same in Iowa..... 63

Employes, as per June 1, 1878—Pay-Rolls.

Number of persons regularly employed on all roads operated by company, including officials..... 6,550
Same in Iowa, say 1,080

FENCING.

How many miles of fencing have you on your road in Iowa?.....	178 miles.
How many miles of fencing have you built during the year?.....	6 miles.
What was the average cost per rod?.....	60 cents.
The total cost of same?	\$ 1,152.00
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
1.88 miles in Winneshiek county.	
7.50 miles in Chickasaw county.	
14.81 miles in Floyd county.	
14.06 miles in Cerro Gordo county.	
16.88 miles in Hancock county.	
9.00 miles in Kossuth county.	
1.69 miles in Mitchell county.	
Aggregate amount, 65.82 miles.	

ROLLING STOCK IN IOWA.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	16
Number of locomotives of more than 20 tons weight, exclusive of tender.....	6
Number of locomotives of 8-wheel.....	12
Number of express and baggage cars.....	6
Number of box freight cars.....	400
Number of stock cars.....	20
Number of platform cars.....	} 55
Number of coal cars	
Number of conductors' way cars.....	14

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engine generally used. Cannot state with certainty. Upon some lines 200 tons would be a fair average; on other lines 140 tons, on account of high grades.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. Our passenger trains in the state of Iowa are necessarily very light, requiring only our smallest engines. Not more than five cars are required on any of our lines in Iowa. Passenger engines used in that state would average about 30 tons.

Number of locomotives equipped with train-brake.....	4
Number of passenger cars equipped with train-brake.....	6
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer	8
Number of passenger cars with any other platform and buffer...	4

TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	36
Number of telegraph stations operated by company.....	36
Number of telegraph stations operated jointly by rail and telegraph companies.....	0

MILEAGE, TRAFFIC, Etc.

	IOWA.	ENTIRE LINE.
Miles run by passenger trains during the year.....	81,652	1,319,470
Miles run by freight trains.....	399,576	3,550,892
Miles run by mixed trains.....	135,795	376,214
Total mileage of passenger, freight and mixed trains.....	617,023	5,246,576
Miles run by construction and other trains.....	36,689	369,025
Total train miles run.....	653,712	5,615,601
Number of through passengers.....		15,190
Number of local passengers.....		1,292,563
Total number of passengers carried.....		1,307,753
Total passenger mileage, or passengers carried one mile.....		62,110,479
Average amount received from each passenger.....		\$1.50
Average distance traveled by each passenger.....		48 miles.
Number of tons of through freight carried.....		244,618
Number of tons of local freight carried.....		1,809,972
Total tons of freight carried.....		2,054,590
Total freight mileage, or tons carried one mile.....		352,313,393
Highest rate of fare per mile, for any distance.....	4 cents--Iowa.	
Lowest rate of fare per mile, for any distance (single fare)..	24-10 cents--Iowa.	
Average rate of fare per mile, for <i>all</i> passengers	8 18-100 cents.	
Average rate received per mile per ton for all freight carried.....	1 92-100 cents.	
Average number of cars in passenger-trains, including baggage-cars.....		5
Average number of cars in freight-trains.....		20
Rate of speed of passenger and express-trains, including stops.....		32 miles.
Rate of speed of freight-trains, including stops.....		10 miles

Tonnage of Articles Transported--Entire Line.

	TONS.	PER CENT.
Grain.....	759,251	36.95
Flour.....	233,447	11.36
Provisions (beef, pork, lard, etc.).....	32,007	1.56
Animals.....	74,607	3.63
Other agricultural products.....	29,239	1.42
Lumber and forest products....	347,187	16.90
Coal.....	91,517	4.45
Salt.....	20,757	1.01
Railroad iron, iron and steel rails, pig and bloom iron, other iron and castings, and ores.....	37,725	1.84
Stone and brick, lime, sand, plaster, cement, &c.....	41,838	2.04
Manufactures, including agricultural implements.....	30,813	1.50
Merchandise and other articles, not enumerated above.....	356,202	17.34
Total tons carried.....	2,054,590	100

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company ? American Express Company, per day, \$300 ; United States Express Company, per day, \$200. For all lines operated by the company, excepting the Western Union Division, reported separately. Freights taken at depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? The freight cars of all connecting roads, or fast freight lines, occasionally pass over our road when containing through freight, but no special preference is given to freight therein either in way of speed of transit, or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general offices of said company, and amount paid to each?

Ames Transportation Co., Chicago, Illinois.....	\$ 3.06
Anderson, F. A. & Co., Chicago, Illinois.....	9.94
Arnot, M. H. & Co., Elmira, New York.....	1.72
Allis, E. P. & Co., Milwaukee, Wisconsin.....	78.37
Blue Line, Rochester, New York.....	1,820.73
Comstock C. C. Grand Rapids, Michigan.....	9.16
Canada Southern Line, Buffalo, New York.....	194.82
Diamond Line, Detroit, Michigan.....	765.15
Empire Line, Philadelphia, Pennsylvania.....	941.11
Erie & Pacific Despatch, Indianapolis, Indiana.....	56.94
Erie & No. Shore Line, Detroit, Michigan.....	3,645.28
Eureka Coal Co., Chicago, Illinois	1,046.76
Fish Bros. & Co., Racine, Wisconsin.....	17.32
Great Western Despatch, New York City.....	219.24
Hoosac Tunnel Line, Rochester, New York.....	722.18
Joliet Iron and Stone Co., Joliet, Illinois.....	47.51
Mitchell, Lewis & Co., Racine, Wisconsin.....	59.67
Menasha Wooden Ware Co., Menasha, Wisconsin.....	81.48
National Line, Pittsburg, Pennsylvania....	651.02
National Despatch, St. Albans, Vermont.....	1,155.06
Russell & Co., Massillon, Ohio.....	9.47
Red Line, Buffalo, New York.....	5,891.40
Star Union Line, Pittsburg, Pennsylvania.....	2,309.46
Streator Coal Co., Streator, Illinois	2.93
White Line, Buffalo, New York.....	45.71
Wilmington Coal and Mining Co., Chicago, Illinois.....	229.01
Watson Coal Co., Knightsville, Indiana.....	29.69
Western Mining and Transportation Co., Terra Haute, Indiana.....	80.48
White Star Line, Erie, Pennsylvania.....	9.13
Total.....	\$20,133.80

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? We run no dining-room cars, and use sleepers of the Chicago, Milwaukee & St. Paul Railway. Additional charges for accommodations in sleepers are between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? This company owns its own sleepers, and re-

ceives the earnings of the same. In making a through line from St. Louis to Minneapolis, in connection with the Central Railroad of Iowa, two Pullman cars run over our road under an arrangement which was made by the Central Railroad of Iowa. In this case the Pullman Palace Car Company receive the earnings and keep the cars in perfect repair at their own expense, we paying 3 cents per mile for the use of the car on our portion of the line.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

McGregor to Calmar ..	\$95.00 per mile per annum.
Calmar to State Line.....	68.40 per mile per annum.
Conover to Decorah.....	55.00 per mile per annum.
Calmar to Algona.....	45 60 per mile per annum.
Mason City to State Line.....	50.00 per mile per annum.

Lands—Congressional Grant.

This company owns no land.

ACCIDENTS TO PERSONS IN IOWA.

July 28, 1877—John Van Male, tramp, one mile east of Giard, attempting to jump on moving train; several cuts on head; not serious. His own fault.

July 21, 1877—S. F. Jones, employe, engineer, McGregor; foot crushed; caught it between engine and tender. His own fault.

October 2, 1877—J. M. Morse, employe, Conductor, Ossian; fell from top of train; ankle sprained. His own fault.

October 31, 1877—James Lynch, employe, brakeman, Giard; coupling cars. Finger broken. His own fault.

November 5, 1877—John Hargraves, employe, brakeman, Monona; coupling cars; finger injured; no bones broken. His own fault.

November 21, 1877—Wm. Valandingham, employe, brakeman, McGregor; fell from side of car while switching; right arm bruised, not seriously. His own fault.

December 23, 1877—Wm. Doyle, employe, brakeman, Beulah; fell on track from moving train; both legs broken—died. His own fault.

January 30, 1878—Wm. R. Valandingham, employe, brakeman, McGregor; coupling cars; right hand thumb and two fingers amputated. His own fault.

January 18, 1878—John McManus, tramp, McGregor, was lying on track intoxicated; both legs cut off—died next day. His own fault.

February 20, 1878—G. W. Gist, drayman, Nora Junction; jumping on moving train; four toes of one foot taken off. His own fault.

April 10, 1878—George Cross, employe, brakeman, Decorah, coupling cars, body squeezed, not seriously. His own fault.

April 17, 1878—George Campbell, employe, brakeman, Decorah, coupling cars; thumb taken off, and hand injured. His own fault.

May 6, 1878—Sever Wengsness, employe, laborer, Ridgeway, bar of iron falling; back of head bruised, not seriously. His own fault.

May 25, 1878—Daniel Crimmings, employe, brakeman, Calmar, fell from moving train upon track; leg cut off—died. His own fault.

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their			
control	None.		
misconduct or want of			
caution	None.		
Employees—from causes beyond their			
control.....	None.		
misconduct or want of			
caution	2	2	
Others—at stations and highway cross-			
ings.....	None.		
stealing rides	None.		
trespassing, on track, etc.....	1	1	Total killed... 3
Injured — Passengers — from causes beyond			
their control.....	None.		
misconduct or want of			
caution	None.	None.	
Employees—from causes beyond their			
control	None.		
misconduct or want of			
caution	9	9	
Others—at stations and highway cross-			
ings.....	None.		
stealing rides	None.		
attempting to jump on mov-			
ing train	2		
trespassing, on track, etc.....	None.	2	Total injured 11

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Alexander Mitchell, Milwaukee.
Vice President, Julius Wadsworth, New York.
Secretary, R. D. Jennings, Milwaukee.
Treasurer, R. D. Jennings, Milwaukee.
General Manager, S. S. Merrill, Milwaukee.
Assistant General Manager, Jno. C. Gault, Milwaukee.
Division Superintendents, H. C. Atkins, C. & M., La C. & P. D. C. Divisions,
Milwaukee; L. B. Rock, Northern Division, Milwaukee; C. H. Prior, I. & M.
River, I & D., & H. & D. Divisions, Minneapolis; D. A. Olin, Western Union
Division, Racine.
Chief Engineer, D. J. Whittemore, Milwaukee.
Auditor, James P. Whaling, Milwaukee.
General Passenger Agent, A. V. H. Carpenter, Milwaukee.
General Freight Agent, W. G. Swan, Milwaukee.
General Solicitor, John W. Cary, Milwaukee.

NAMES OF DIRECTORS WITH RESIDENCE.

Alexander Mitchell, Milwaukee.
Julius Wadsworth, New York.
W. S. Gurnee, New York.
S Chamberlain, Cleveland.
John M. Burke, New York.
Peter Geddes, New York.
David Dows, New York.
J. Millbank, New York.
Geo. W. Weld, Boston.
A. R. Van Nest, New York.
John Plankinton, Milwaukee.
S. S. Merrill, Milwaukee.
J. Bowman, Kilbourn city.

General offices at Milwaukee, Wisconsin.

Date of annual meeting of stockholders, June.

Fiscal year of the company, January 1st to December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

STATE OF WISCONSIN, }
County of Milwaukee. }

Sherburn S. Merrill, General Manager, and Royal D. Jennings, Secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

S. S. MERRILL,
General Manager
R. D. JENNINGS,
Secretary

Subscribed and sworn to before me, this 29th day of October, A. D., 1878
G. E. WEISS,

[L. S.]

Notary Public, Milwaukee County, Wisconsin

Received and filed in the office of the Commissioners of Railroads, this 3 day of October, 1878.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—Western Union Division.

Formerly the Sabula, Ackley and Dakota and Dubuque Southwestern Railroads; the latter Operated from May 22 to June 30, 1878.

CAPITAL STOCK.

[See report of Chicago, Milwaukee & St. Paul Railway Company.]

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 39.75	\$ 587.20	\$ 626.95
August,	1877	26.35	610.61	636.96
September,	1877	126.95	736.90	863.85
October,	1877	31.45	722.30	753.75
November,	1877	51.70	788.55	840.25
December,	1877	15.65	837.90	853.55
January,	1878.	27.65	842.20	869.85
February,	1878	38.60	599.00	637.60
March,	1878	26.35	861.65	888.00
April,	1878	53.60	570.65	624.25
May,	1878	259.40	1,555.95	1,815.35
June,	1878	912.80	2,975.59	3,888.39
Totals		\$ 1,610.25	\$11,688.50	\$13,298.75

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877.....	\$ 776.34	1,909.35	\$ 2,685.69
August,	1877.....	1,312.61	2,706.17	4,018.78
September,	1877.....	1,628.77	3,637.05	5,265.82
October,	1877.....	1,527.66	3,392.01	4,919.67
November,	1877.....	573.47	3,214.18	3,787.65
December,	1877.....	474.09	4,343.25	4,817.34
January,	1878.....	740.16	4,492.69	5,232.85
February,	1878.....	932.84	4,507.28	5,440.12
March,	1878.....	939.61	2,911.25	3,850.86
April,	1878.....	844.49	2,658.39	3,502.88
May,	1878.....	1,718.35	4,439.55	6,157.90
June,	1878.....	750.10	7,926.84	8,676.94
Totals		\$12,218.49	\$46,138.01	\$58,356.50

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	TELE- GRAPH.	MISCELLA- NEOUS.
July,	1877	\$ 365.63	75.00	24.18	\$ 6.75
August,	1877	365.63	75.00	26.16	12.10
September,	1877	365.63	75.00	31.94	5.70
October,	1877	365.63	75.00	32.35	17.45
November,	1877	365.63	75.00	36.52	7.70
December,	1877	365.63	75.00	20.44	1.80
January,	1878	365.63	75.00	48.74	.50
February,	1878	365.63	75.00	60.52	9.50
March,	1878	365.63	75.00	42.35	3.95
April,	1878	365.63	75.00	37.44	7.75
May,	1878	430.53	108.50	42.65	4.00
June,	1878	605.55	172.50	38.75	10.50
Totals		\$ 4,692.33	\$ 1,031.00	\$ 442.04	\$ 87.70

Recapitulation of Earnings.

Receipts from local passengers.....	\$ 11,688.50
Receipts from through passengers.....	1,610.25
Receipts for express.....	1,031.00
Receipts for mails.....	4,692.38
Total receipts from passenger trains.....	\$ 19,022.13
Receipts from passenger trains, per train mile run, [28.383 miles].....	\$0.67
Receipts from local freight.....	46,138.01
Receipts from through freight	12,218.49
Total receipts from freight trains.....	\$ 58,356.50
Receipts from freight trains, per train mile run [48.224 miles]	\$1.21
Receipts from miscellaneous sources	529.74
Total earnings	\$ 77,908.37

Proportion for Iowa	\$77,908.37
Earnings per mile of road operated [93 miles].....	837.72
87 miles for 10½ months, } Average distance operated, 93 miles.	
142 miles for 1½ months, }	
Per train mile, for passenger, freight and mixed trains [76.607 miles].....	\$1.01

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? Not any.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings charged to Operating Expenses.

Repairs of track—labor, supplies (exclusive of new rails).....	\$39,852.73	
Repairs of bridges—labor and supplies.....	9,727.42	
Repairs of fences—labor and supplies.....	101 04	
Repairs of buildings stations, water-tanks, etc	2,147.68	
<hr/>		
Repairs of telegraph	Included in repairs of track.	
Repairs and additions to machine shops and machinery		
Tools for road work		
Road-crossings, signs, etc.....		
New rails, deducting old rails sold—none.....		
Removing ice and snow		
All other expenditures chargeable to this account.....		
Total.....		\$51,828.87

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives	\$2,730.45
Repairs of cars	3,914.66
Repairs of machinery and tools—labor and supplies.....	185.98
<hr/>	
Total	\$6,831.09

Class 3.—Conducting Transportation.

Fuel	\$6,096.29
Oil and waste	1,462.79
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	20,266.15
Miscellaneous train and station supplies.....	1,214.07
Loss and damage of goods.....	9.94
Injuries to persons	26.55
Damage for stock killed, and property, including damages by fire,	181.50
Hire of cars.....	49.53
Legal expenses.....	38.00
All other expenses chargeable to this account	308.00
<hr/>	
Total	\$29,652.82

Class 4.—General Expenses.

Salaries of the general officers of the company, general office expenses, including clerk-hire, rent, fuel, lights, etc.....	\$3,273.75
Taxes in Iowa.....	6,099.44
<hr/>	
Total.....	\$9,373.19

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$97,685.97
Proportion for Iowa	\$97,685.97
Per mile of road operated.....	1,050.39
Per train mile for passenger, freight, and mixed trains [76,607 miles], \$1.28.	
Expense of running and management of passenger trains per train mile.....	} Cannot state
Expense of running and management of freight trains per train mile.....	
Percentage of expenses to earnings.....	
	125 per cent.

GENERAL RECAPITULATION.

Total earnings.....	\$77,908.37
Operating expenses	97,685.97

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Sabula to Preston, December, 1870.

From Sabula to Delmar, October, 1871.

From Sabula to Marion, December, 1872.

Length of the main line of road completed, from Sabula to Marion, in Iowa.....86.80 miles.

Total length of road belonging to this company.....86.80 miles.

Aggregate length of sidings and other tracks not above enumerated 4 ⁴⁰⁶⁰/₅₂₁₈ miles.

Aggregate length of tracks belonging to this company computed
as single track..... 91 ³⁰⁰⁴/₅₂₈₀ miles.

Gauge of track.....4 feet 8½ inches.

Total length of tracks belonging to this company laid with iron rails 91 ³⁰⁰⁰/₅₃₂₀ miles.

Weights per yard 50 pounds.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description, and length of each ? Dubuque Southwestern

Railroad, Cedar Rapids to Farley.....	54.76 miles.
---------------------------------------	--------------

Total miles of road operated by this company	141.56 miles.
--	---------------

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 56 ; aggregate length, feet.....	7,941
Wooden trestles, number of, 5 ; aggregate length, feet	2,436
Culverts, number of, 229 ; aggregate length, feet.....	2,746

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Wapsie.....	Howe Truss, 2 span.....	Wood.....	280 feet.....	1877.....
Maquoketa.....	Howe Truss, 2 span.....	Wood.....	217 feet.....	1877.....
Crow Creek.....	Brace Bridge.....	Wood.....	56 feet.....	1877.....

Crossings.

What railroads cross your road at grade in this State, and at what locality?
 Davenport & Northwestern Railroad, at Delmar.
 Chicago & Northwestern Railroad, at Delmar.
 Davenport & Northwestern Railroad, at Oxford.
 Davenport & Northwestern Railroad, at Monticello.
 Chicago & Northwestern Railroad, at Anamosa.

What railroads cross your road either over or under your grade in this State, and where? None.

Number of crossings of highways at grade in this State without protection.....	149
Number of crossings of highways at grade in this State at which there are gates or flagmen	None.
Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	3
Number of highway bridges 18 feet above track.....	3
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Come to a full stop 400 feet from crossing. They are found to be sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? The whistle is blown, and the bell is rung. Yes! sufficient.

Stations, &c, in Iowa.

Number of stations	29
Number of persons regularly employed on all roads operated by company, including officials.....	230
How many miles of fencing have you on your road in Iowa?... ..	229.12
How many miles of fencing have you built during the year?.....	2.60
What was the average cost per rod?	\$ 0.70
Total cost of same?	604.45

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

4 miles in Dubuque county.
 6 miles in Delaware county.
 16 miles in Jones county.
 14 miles in Linn county.
 14 miles in Jackson county.
 All fenced in Clinton county.
 Aggregate amount, fifty-four miles.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender	8
Number of passenger cars—8-wheel.....	4
Number of express and baggage cars.....	3
Number of box freight cars.....	100
Number of stock cars	50
Number of platform cars.....	5
Number of coal cars	20
Number of conductors' way cars.....	3

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 150 tons—engine, 28 tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 7 cars—engine, 28 tons.

Number of locomotives equipped with train-brake..... 3
 Number of passenger cars equipped with train-brake..... 4

What kind of train-brake is in use on your road? Westinghouse Automatic.
 Number of passenger cars with Miller platform and buffer? All.

TELEGRAPHS.

Miles of telegraph on line operated by company..... 141.56
 Miles of telegraph owned by company? All.
 Number of telegraph offices in company's stations..... 24
 Number of telegraph stations operated by company..... 24
 Number of telegraph stations operated jointly by rail and telegraph companies..... 24

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..... 26,383
 Miles run by freight trains. 48,224
 Total mileage of passenger, freight and mixed trains..... 76,607
 Miles run by construction and other trains..... 12,375
 Total train miles run..... 88,982
 Miles run by rented cars 7,144
 Number of through passengers..... 657
 Number of local passengers..... 17,642
 Total number of passengers carried 18,299
 Total passenger mileage, or passengers carried one mile..... 344,904
 Average amount received from each passenger 73 cents.
 Average distance traveled by each passenger..... 19 miles.
 Number of tons of through freight carried..... 7,565
 Total mileage of through freight 651,806
 Number of tons of local freight carried..... 48,181
 Total mileage of local freight 1,245,436
 Total tons of freight carried 55,746
 Total freight mileage, or tons carried one mile 1,897,242
 Highest rate of fare per mile, for any distance..... 4 cents.
 Lowest rate of fare per mile, for any distance (single fare),.... 3 7-16 cents.
 Average rate of fare per mile received for through passengers, 3 75-100 cents.
 Average rate of fare per mile received for local passengers.... 3 87-100 cents.
 Average rate of fare per mile for all passengers..... 3 86-100 cents.
 Average rate received per mile, per ton for through freight... 1 87-100 cents.
 Average rate received per mile, per ton for local freight 3 70-100 cents.
 Average rate received per mile, per ton for all freight carried. 3 7-100 cents.
 Average number of cars in passenger trains, including baggage cars..... 2
 Average number of cars in freight trains..... 15
 Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers..... 100 tons.
 Average weight of freight trains, including locomotive and tender in working order, exclusive of freight..... 163 tons.
 Rate of speed of passenger and express trains, including stops..... 20 miles per hour.
 Rate of speed of freight trains, including stops..... 10 miles per hour.

TONNAGE OF ARTICLES TRANSPORTED.*

	TONS.	PER CT.
Grain.....	11,875	21.30
Flour.....	178	.31
Provisions (beef, pork, lard, etc.).....	524	.93
Animals.....	10,653	19.11
Other agricultural products.....	48	.08
Lumber and forest products.....	8,030	14.40
Coal.....	15,456	27.73
Plaster.....	77	.14
Salt.....	504	.90
Pig and bloom iron.....	114	.24
Other iron and castings.....	104	.18
Stone and brick.....	2,802	5.03
Manufactures—articles shipped from point of production.....	442	.79
Merchandise and other articles, not enumerated above.....	4,939	8.86
Total tons carried.....	55,746	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.: what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Co. Sabula to Marion, \$75.00 per month. Cedar Rapids to Farley, once and a half first class rates, and \$1.50 per day messenger fare Do a general express business, and take the freight at depot.

What freight and transportation companies run on your road? None.
What amount have you paid other corporations, car loaning companies [stock companies], or individuals not operating railroads, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Mitchell, Lewis & Co., Racine, Wisconsin.....	\$1.30
Erie & North Shore Line.....	.66
Star Union Line.....	.15
Blue Line.....	1.74

Total amount paid..... \$3.85

Do sleeping, parlor, or dining-room cars run on your road? No sleepers or dining-room cars.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$7,266.74 per annum, for one train each way, daily.

Lands—Congressional Grant.

See Dubuque Southwestern Railroad Report.

Lands—State or Swamp Land Grant.

State the value of donations of right of way and station grounds to your company.

State the value of donations of other real estate to your company.—*See Dubuque Southwestern Railroad Report.*

* Included in report of Chicago, Milwaukee & St. Paul Railway.

ACCIDENTS TO PERSONS IN IOWA.

September 15, 1877—Alex. Fulton, acting conductor of train No. 1, while switching at Sabula, at 8.15 this A. M., broke his right leg, above the knee, in the following manner: He was ascending between two stock cars, by the end slats, thinking that the cars would not move until he had reached the roof, but they did move, and his limb was caught just as he reached the roof, at about a right angle between the tops of the cars, and of course with unfortunate result as stated.

OFFICERS OF THE WESTERN UNION DIVISION, WITH LOCATION OF OFFICES.

President, Vice-President, Secretary, Treasurer, General Manager.—See *Chicago, Milwaukee & St. Paul Railway Company*.
 General Superintendent, D. A. Olin, Racine, Wisconsin.
 Assistant General Superintendent, D. Flanigan, Savanna, Illinois.
 Superintendent of Telegraph, D. L. Bush, Racine, Wisconsin.
 Auditor, P. Tyrrell, Racine, Wisconsin.
 General Passenger and Freight Agent, Fred Wild, Racine, Wisconsin.
 Attorneys, general and local, H. T. Fuller, Racine, Wisconsin.

NAMES OF DIRECTORS WITH RESIDENCE.

See *Report of Chicago, Milwaukee & St. Paul Railway Company*.

General offices at Racine, Wisconsin.

Date of annual meeting of stockholders.—See *Report of C., M. & St. P. R'y Co.*

Fiscal year of the company.—Same.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)—See *Report of C., M. & St. P. R'y Co.*

STATE OF WISCONSIN, }
 County of Racine. }

D. A. Olin, General Superintendent, and P. Tyrrell, Auditor, of the Chicago, Milwaukee & St. Paul Railway—Western Union Division—Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

D. A. OLIN, *Genl. Supt.*
 P. TYRRELL, *Auditor.*

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

[L. S.]

WM. C. WHITE,
Notary Public, Wisconsin.

Received and filed in the office of the Commissioners of Railroads, this 7th day of November, 1878.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	Not fixed.
Par value of shares	\$ 100.00
Number of stockholders at date of last election.....	844
Number of stockholders in Iowa at same date.....	1
Amount of full-paid stock held in Iowa.....	50,000.00
Capital stock issued [number of shares——] amount paid in	\$36,812.500.53
Common stock outstanding	15,109,655.97
Capital stock paid in preferred stock outstanding and conditions of preferment.....	21,702,844.56
Preference 7 per cent.	
Capital stock paid in per mile of road owned by company [1,145.50 miles]	32,136.62

DEBT.

Funded debt as follows :

NAME OF BONDS.	When due.	Rate of interest, pr. cent.	Interest payable.	Bonds outstanding.
Preferred sinking fund	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	\$ 1,214,100.00
Funded coupon	Nov. 1, 1888	7 c'y	May 1, and Nov. 1	703,600.00
General first mortgage.....	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	3,457,800.00
Appleton extension	Aug. 1, 1855	7 c'y	Feb. 1, and Aug. 1	116,000.00
Green Bay extension.	Aug. 1, 1885	7 c'y	Feb. 1, and Aug. 1	285,000.00
Galena & Chicago Union first mort.....	Feb. 1, 1892	7 c'y	Feb. 1, and Aug. 1	1,660,000.00
Galena & Chicago Union second mort.	Past due....	7 c'y	.....	2,000.00
Mississippi River bridge.....	Jan. 1, 1884	7 c'y	Jan. 1, and July 1	158,000.00
Elgin and State Line ..	July 1, 1878	6 c'y	Jan. 1, and July 1	114,500.00
Peninsula first mortgage.....	Sept. 1, 1898	7 c'y	Mar. 1, and Sept. 1	272,000.00
Beloit and Madison	Jan. 1, 1888	7 c'y	Jan. 1, and July 1	.....
			Feb. 1, and May 1	249,000.00
Consul sinking fund	Feb. 1, 1915	7 c'y	Aug. 1, and Nov. 1	4,718,000.00
Chicago & Mil. Railway first mortgage	Jan. 1, 1898	7 c'y	Jan. 1, and July 1	1,700,000.00
Madison extension gold	Apr. 1, 1911	7 gold	Apr. 1, and Oct. 1	3,150,000.00
Menominee extension gold.....	June 1, 1911	7 gold	June 1, and Dec. 1	2,700,000.00
General consolidated gold.....	Dec. 1, 1902	7 gold	June 1, and Dec. 1	12,343,000.00
Total.....	.....	.....	.....	\$32,793,000.00
Menominee River R. R.	July 1, 1908	7 c'y	Jan. 1, and July 1	400,000.00
Total amount of funded debt.....	.....	.....	.....	\$33,193,000.00

Unfunded debt incurred in any manner.....	Nothing.	
Amount of debt liabilities per mile of road [1,199.21 miles]....	\$	27,679.06
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Iowa Midland Railroad Co., first mortgage bonds.....	\$1,350,000.00	
Winona & St. Peter Railroad Co., second mortgage bonds	2,750,000.00	
Winona & St. Peter extension bonds.....	4,375,000.00	

COST OF ROAD AND EQUIPMENT.

Construction of Road, and Branches (not reported separately), Built by Company

Total Expended for Construction.....	\$63,174,409.72
Average cost of construction per mile of road, (not including sidings), 1,199.21 miles.....	52,680.02
* Proportion of cost of construction for Iowa.....	.....
Total for equipment.....	8,301,091.60
Average cost of equipment per mile of road operated by Company in the State.....	4,750.56
Proportion of cost of equipment for Iowa.....	2,347,014.17
Total cost of road and equipment.....	71,475,501.32
Average cost of same per mile.....	57,430.58

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line extension or alteration of road, branches, and double track extension.....	\$ 331,030.63
Land.....	22,234.02
Passenger and freight stations, wood-sheds, water stations, engine-houses, car-sheds, and turn-tables	86,082.07
New equipment.....	212,244.38
Machine-shops, machinery, and tools.....	1,337.53
New fences.....	12,703.13
Any other expenditures charged to property account, specifying same.....	34,762.03
Permanent bridges.....	\$33,508.10
Construction of telegraph.....	1,253.93
Total.....	\$ 700,393.79

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor. The excess of cost of the new structures over original cost of the old structure, is charged to construction.

*This company owns only 8.50 miles of road in Iowa, (Stanwood & Tipton Branch,) the cost of which is \$157,483.11.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1877.....		\$259,894.73	\$627,586.08
August, 1877.....		267,759.92	826,443.82
September, 1877.....		300,327.34	1,209,326.68
October, 1877.....		294,389.90	1,129,407.67
November, 1877.....		218,818.18	868,611.82
December, 1877.....		227,163.01	645,959.95
January, 1878.....		206,971.75	744,495.35
February, 1878.....		197,761.68	757,505.93
March, 1878.....		263,377.37	682,904.21
April, 1878.....		265,889.95	820,410.85
May, 1878.....		240,124.70	1,057,829.26
June, 1878.....		230,629.13	684,385.76
Totals.....		\$ 2,973,107.66	\$ 10,054,867.38

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1877.....		\$21,883.72	\$20,522.38	\$5,001.03
August, 1877.....		21,890.47	21,331.70	3,884.17
September, 1877.....		21,890.47	20,495.39	7,327.83
October, 1877.....		21,827.92	21,806.63	3,781.96
November, 1877.....		21,827.92	21,154.42	7,706.78
December, 1877.....		21,827.92	22,040.82	11,755.99
January, 1878.....		21,827.92	20,802.58	3,682.74
February, 1878.....		21,827.92	18,616.71	8,481.81
March, 1878.....		22,653.84	20,018.85	5,909.83
April, 1878.....		22,034.40	20,339.15	9,800.00
May, 1878.....		22,032.43	21,224.26	4,792.49
June, 1878.....		22,035.03	19,634.63	5,469.27
Totals.....		\$263,559.96	\$247,987.52	\$77,593.90

Recapitulation of Earnings.

Receipts from passengers	\$2,973,107.69
Receipts for express.....	247,987.52
Receipts for mails	263,559.96
<hr/>	
Total receipts from passenger trains.....	\$3,484,655.14
Receipts from passenger trains, per train mile run, (2,521,815 miles), \$1,381.80.	
Receipts from freight.....	\$10,054,867.38
Receipts from freight trains, per train mile run (5,673,948 miles), \$1,772.11.	
Receipts from miscellaneous sources	77,593.90
<hr/>	
Total earnings.....	\$13,617,116.42
Proportion for Iowa	\$3,429,179.15
On 365 1-10 miles, 5 months.	
On 425 25-100 miles, 7 months.	
Earnings per mile of road operated.....	8,640.83
On 153 1-10 miles, 5 months.	
On 161 5-96 miles, 7 months.	
Per train mile, for passenger, freight, and mixed trains (8,195,763 miles), \$1,661.48.	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Repairs of track—labor.....	\$ 653,952.96
Repairs of track—supplies (exclusive of new rails).....	287,598.60
Repairs of bridges—labor and supplies.....	239,076.89
Repairs of fences—labor and supplies.....	62,431.46
Repairs of buildings—stations and water-tanks, etc.....	112,556.48
New rails, deducting old rails sold	318,066.18
Removing ice and snow.....	7,612.45
All other expenditures chargeable to this account.....	
<hr/>	
Total.....	1,681,295.02

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	478,185.22
Repairs of cars	485,680.99
Repairs of machinery and tools.....	77,328.16
All other expenditures chargeable to this account.....	
<hr/>	
Total.....	1,041,194.37

Class 3.—Conducting Transportation.

Fuel.....	844,814.06
Oil, waste and lights.....	73,154.14
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	2,190,221.13
Miscellaneous, train, and station expenses.....	64,007.28
Loss and damage of goods.....	21,467.07
Injuries to persons.....	40,765.50
Damage for stock killed.....	8,142.04
Hire of cars	68,797.19
All other expenses chargeable to this account.....	3,495.50
<hr/>	
Total.....	\$ 3,314,863.91

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 86,861.97
General office expenses, including clerk hire, rent, fuel, lights, etc.....	104,455.57
Taxes in Iowa.....	105,479.50
Taxes in other states	220,893.56
Advertising.....	28,887.20
Printing and stationery.....	46,133.57
All other expenses chargeable to this account.....	124,241.13
Total.....	\$ 716,952.50

Recapitulation of Expense.

Total expenses of operating the road, (embraced in classes 1, 2, 3 and 4).....	\$ 6,754,305.80
Proportion for Iowa.....	[\$ 1,706,171.15]
Per mile of road operated.....	[4,278.71]
Per train mile for passenger, freight and mixed trains.....	[.82412]
Percentage of expenses to earnings.....	[.44602]
Net earnings per train mile, [8.195763 miles].....	[.83736]

GENERAL RECAPITULATION.

Total earnings	\$13,617,116.42
Total receipts during the year.....	[\$13,617,116.42]
Total operating expenses and taxes.....	6,754,305.80
Net earnings—earnings above operating expenses and taxes.....	6,862,810.62
Total receipts above operati'g expenses and taxes [	6,862,810.62]
Percentage of net earnings to stock and debt.....	[.09.80]
Percentage of net earnings to cost of road and equipment.	[.09.60]

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 2,367,932.15
Interest falling due during the year, but not paid { Sinking fund,	83,120.00
{ Rental.....	1,234,299.26
Receipts above operating expenses and interest, rental and sink- ing fund payments.....	3,177,459.21
Amount paid during the year for permanent improvements, and charged to cost of road and equipment.....	700,393.79
Dividends declared, 7-3 per cent for the year, on preferred and common.....	1,956,129.47
Date of last dividend declared.....[June 1, 1878]	
Balance for the year or surplus.....	539,176.32
Surplus at the commencement of the year.....	3,625,221.41
Total surplus.....	\$ 4,164,397.73
Paid to sinking funds in hands of trustees..... [\$83,120.00]	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Cost of road.....	\$62,771,909.72
Cost of equipment.....	8,301,091.60
Cost of Menomonee River R. R.....	402,500.00
Advances to Proprietary R. R.	1,736,856.64
Materials and fuel on hand.....	820,561.75
Excess of sundry assets over current bills and accounts.....	3,766.88
Cash.....	379,413.49
Total.....	\$74,416,100.08

CR.

Capital stock.....	\$ 36,812,500.53
Funded debt	32,793,000.00
Accrued rental on Iowa leased lines.....	212,033.52
Land grant account	31,668.30
Paid up stock of Menominee River Railroad	2,500.00
Menominee River Railroad--First mortgage bonds	400,000.00
Balance to credit of income account.....	4,164,397.73
Total	\$74,416,100.08

DESCRIPTION OF ROAD.

DATE WHEN THE ROAD OR PORTIONS THEREOF WERE OPENED FOR PUBLIC USE.

	Entire length.	Length in Iowa.
From Chicago to east end Mississippi Railroad bridge.....	137.00	.....
Chicago to Freeport	121.00	.....
(Above includes 30 miles second track.)		
Elgin to Geneva lake.....	44.50	.....
Batavia to St. Charles	5.60	.....
East end Mississippi bridge to Clinton.....	1.10	1.10
Clinton to Cedar Rapids	81.30	81.30
Cedar Rapids to Missouri river	271.60	271.60
Clinton to Lyons	2.60	2.60
Maple River Junction to Mapleton.....	60.15	60.15
Stanwood to Tipton	8.50	8.50
Belvidere to Madison	68.90	.....
Madison to Elroy.....	74.20	.....
Elroy to Winona Junction.....	54.90	.....
Winona Junction to Winona.....	29.00	.....
Chicago to Milwaukee.....	85.00	.....
Kenosha to Rockford.....	72.10	.....
Chicago to Ft. Howard.....	242.20	.....
Ft. Howard to Michigan State Line	49.45	.....
Chicago to Montrose.....	5.20	.....
Chicago S. Branch Junction to river.....	4.50	.....
Michigan State Line to Escanaba.....	64.65	.....
Escanaba to Lake Angeline.....	68.00	.....
Menominee River Junction to Quinnessec.....	24.71	.....
Branches to Mines	39.80	.....
Total Chicago & Northwestern Railway	1,615.96	425.25

RETURNS OF COMPANIES.

185

DATES WHEN PORTIONS OF THE ROAD WERE COMPLETED.

YEAR.	TERMINI.	MILES.
1848	Chicago.....	Harlem..... 10.00
1849	Harlem	Elgin 83.00
1852	Elgin	Rockford..... 50.00
1853	Rockford	Freeport..... 28.00
1853	Belvidere.	Beloit 20.10
1854	Turner Junction.....	Dixon..... 68.00
1854	Elgin	Genoa..... 85.80
1854	Chicago.....	Cary 88.50
1854	Minnesota Junction.....	Fond du Lac..... 29.00
1855	Cary	Janesville..... 52.80
1855	Chicago	Milwaukee..... 85.00
1855	Dixon	Fulton. 89.00
1855	Chicago, (2d track)	Turner Junction 30.00
1858	Clinton	Cedar Rapids 81.80
1859	Janesville	Minnesota Junction. 57.00
1859	Fond du Lac.....	Oshkosh..... 17.00
1860	Beloit.	Magnolia..... 17.00
1861	Oshkosh.....	Appleton..... 20.00
1862	Appleton.....	Ft. Howard 28.40
1862	Knosha	Rockford 72.10
1862	Cedar Rapids.....	Marshall..... 70.00
1864	Magnolia.....	Madison..... 81.80
1864	Marshall	New Jefferson..... 81.00
1864	Escanaba.....	Negaunee..... 62.00
1865	Clinton Bridge, (the east end of which had been built in 1860.).....	..... 1.10
1867	New Jefferson.....	Missouri river..... 120.60
1870	Clinton.....	Lyons 2.60
1870	Negaunee.....	lake Angeline..... 6.00
1870	Winona Junction	Winona 29.00
1871	Genoa	Geneva Lake..... 8.70
1871	Ft. Howard	Marinette..... 49.45
1871	Geneva.....	St. Charles..... 2.40
1872	Geneva.....	Batavia 8.20
1872	Stanwood.....	Tipton 8.50
1872	Chicago	Montrose 5.20
1872	Marinette.....	Escanaba..... 64.65
1873	South Branch Junction	Chicago river..... 4.50
1873	Madison.....	Winona Junction.... 129.10
1877	Menominee River Junction.....	Quinnesec..... 24.71
1877	Maple River Junction.....	Mapleton 60.15
	Track to various mines, at various dates.....	..... 89.80
	Total.....	1,615.96

* Length of main line of road completed from Vpts to Vpts.....	1,199.21
Length of main line of road completed in Iowa.....	8.50
Length of main line of road completed in Illinois.....	489.36
Length of main line of road completed in Wisconsin.....	504.19
Length of main line of road completed in Michigan.....	197.16
Total length of road belonging to this company.....	1,199.21
Aggregate length of sidings and other tracks not above enumerated.....	232.66
Same in Iowa.....	.29
Aggregate length of tracks belonging to this company computed as single track.....	1,431.87
Same in Iowa.....	8.79
Gauge of track, 4 feet 8½ inches	529.37
Total length of tracks belonging to this company laid with steel rails, (leased roads owned).....	221.92
	751.29
[Weights per yard, 60 pounds].....	669.84
Total length of tracks belonging to this company laid with iron rails, (leased roads owned) [weights per yard, 50 to 60 lbs]..	194.83
Total	864.67

* Length in all cases given in miles and decimals.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract.

Name, description, and length of each :	
Chicago, Iowa & Nebraska Railroad, length*.....	82.40
Cedar Rapids & Missouri River Railroad.....	274.20
Maple River Railroad.....	60.15
<hr/>	
Total length of above roads, all in Iowa.....	416.75
Total miles of road operated by this company.....	1,615.96
Total miles of road operated by this company in Iowa.....	425.25

Number of Bridges and Trestles over 25 Feet Long on Whole Line.

Wooden bridges, number of, 59; aggregate length, feet.....	12,828
Stone bridges, number of, 8; aggregate length, feet.....	676
Iron bridges, number of, 30; aggregate length, feet.....	6,546
Wooden trestles, number of, 915; aggregate length, feet.....	119,900
Combination, number of, 13; wood and iron, feet.....	3,554

BRIDGES BUILT WITHIN THE YEAR.

All bridges on the Maple River Railroad and on the Menominee River Railroad are new, these lines having been completed within the year.

On other lines, 12 iron bridges; aggregating 1,352 feet, have been substituted for wooden bridges.

Other wooden bridges have been *rebuilt*, and in some cases iron substituted *in part* (such bridges being classed as "Combination," in the above total)

Crossings.

What railroads cross your road at grade in this state, and at what locality ?
Davenport & Northwestern Railroad at Wheatland, Clinton county.
Davenport & Northwestern Railroad at De Witt, Clinton county.
Burlington, Cedar Rapids & Northern Railroad at Cedar Rapids, Linn Co.
Central of Iowa Railroad at Marshall, Marshall county.
Des Moines & Minneapolis Railroad at Ames, Story county.
Des Moines & Fort Dodge at Grand Junction, Greene county.

What railroads cross your road either over or under your grade in this State? None.

Number of crossings of highways at grade in this State without protection (except cattle-guards).....	365
Number of crossings of highways at grade in this State at which there are gates or flagmen	2
Number of crossings of highways over railroad	None.
Number of crossings of highways under railroad	None.
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Employes are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell, which regulations are found to be sufficient.

* Length in all cases given in miles and decimals.

Stations, Etc.

Number of stations at which there are buildings and agents.....	296
Same in Iowa at which there are buildings and agents	70
Number of persons regularly employed on all roads operated by company, including officials, about	7,000
Same in Iowa.....	1,615

How many miles of fencing have you on your road in Iowa? All fenced except the Maple River Railway— 60.15 miles of track.

How many miles of fencing have you built during the year? None.

What was the average cost per rod? Built by lessors—unable to give it.

Total cost of same? ———.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

- 9.50 (track) miles in Carroll county.
- 20.25 (track) miles in Sac county.
- 21.15 (track) miles in Ida county.
- 5.50 (track) miles in Woodbury county.
- 3.75 (track) miles in Monona county.
- Aggregate amount, 120.30 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.	186
Number of locomotives of more than 20 tons weight, exclusive of tender.	151
Number of locomotives of more than 10 tons weight, exclusive of tender.	5
Number of passenger cars—12-wheel.....	53
Number of passenger cars— 8-wheel.....	120
Number of express and baggage cars.....	67
Number of box freight cars.....	4,473
Number of stock cars.....	604
Number of platform cars	1,075
Number of ore cars	1,957
Number of conductors' way cars....	140
Other cars as follows :	
Number of hand-cars.....	306
Number of pile-driving and wrecking cars.....	13
Number of ditching cars	40
Number of dump cars.....	26
Number of boarding cars.....	18
Number of mail cars	15
Number of officers' cars.....	4
Number of locomotives equipped with train-brake.....	111
Number of passenger cars equipped with train-brake.....	173
What kind of train-brake is in use on your road? Westinghouse Air Brake.	
Number of passenger cars with Miller platform and buffer.....	173

TELEGRAPHS.

Miles of telegraph on line operated by company? All the road operated has telegraph line.

Miles of telegraph owned by company? No telegraph line wholly owned by this company.

Number of telegraph offices in company's stations? All operated jointly by rail and telegraph companies..... 208

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year	2,511,642
Miles run by freight trains.....	5,673,948
Miles run by mixed trains.....	
Miles run by excursion trains	10,173
<hr/>	
Total mileage of passenger, freight and mixed trains.....	8,195,763
Miles run by construction and other trains.....	284,148
<hr/>	
Total train miles run.....	8,479,911
Total number of passengers carried	3,201,529
Total passenger mileage, or passengers carried one mile.....	108,275,710
Average amount received from each passenger.....	.92 86-10
Average distance traveled by each passenger	33 82-100 miles
Total freight mileage, or tons carried one mile.....	597,575,038
Highest rate of fare per mile, for any distance.....	\$.04
Lowest rate of fare per mile, for any distance.....	1.80
Average rate of fare per mile, for <i>all</i> passengers.....	2.75
Average rate received per mile, per ton, all freight carried.....	.01 68-100
Average number of cars in passenger trains, including baggage-cars.....	4
Average number of cars in freight trains	20
Average weight of passenger-trains, including locomotive and tender in working order, exclusive of passengers.....	112 tons.
Average weight of freight-trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express-trains, including stops.....	25 miles per hour.
Rate of speed of freight-trains, including stops	12 miles per hour.

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take the freights at the depot, or at the office of such express company? American Express Company and United States Express Company.
(For terms and conditions as to rates—see full statement attached.)

AMERICAN EXPRESS COMPANY.

Express Contracts in Force June 30, 1878.

	Rate per diem on limited tonnage.	Limit of lbs.	Rate per 100 lbs., whole length of route on excess of tonnage.
Chicago to Council Bluffs.	275.00	10,000	1.50
Chicago to Freeport	90.00	12,000	.75
Chicago to Ishpeming.....	200.00	8,000	2.00
Chicago to Elroy.....	135.00	10,000	1.35
Stanwood to Tipton	2 00	500	.....
Kenosha to Rockford.....	5.07	1,000	.60
Elgin to Geneva Lake.....	5.00	1,000	.36

Elroy to Winona Junction in accordance with tariff of rates to be paid between stations.

Maple River Junction to Mapleton, \$100 per month.

UNITED STATES EXPRESS COMPANY.

Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66; limit of pounds to be carried each day at regular per diem rates, 17,000; rate per 100 pounds, carried whole length of route, to be paid on excess of tonnage, 40 cents.

Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business—restricted to lighter articles properly belonging to express business.

The express companies deliver their freight into this company's cars.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car-load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Ames Coal Transfer Company, Chicago.....	\$ 36.53
Arnot & Company, Elmira, N. Y.....	155.39
Chicago & Milwaukee Coal Company, Chicago.....	1,203.16
Forsythe Coal Company, Chicago.....	149.98
Merchants Despatch, New York.....	2,924.27
W. P. Rend & Co., Chicago.....	315.30
Tiffany Ref. Co., Chicago.....	54.82
Western M. & T. Co., Terre Haute.....	292.18

Total amount paid.....\$5,131.63

Sleeping-Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping and hotel-cars are run. For the use of sleeping-cars this company furnishes the fuel and lights and keeps in running order the trucks and whole exterior of the car.—and for the use of hotel-cars this company pays three cents per mile run per car. Both are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company. Parlor-cars, owned by this company, are run between Chicago and Milwaukee; charges in addition to regular passenger rates are fifty cents for through, and twenty-five cents for local passengers.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? Total amount paid during the year is \$9,630.21. All paid to Pullman Palace Car Company; being for hotel-cars run between Chicago and Council Bluffs.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

U. S. MAIL FROM JULY 1ST, 1878—CHICAGO & NORTHWESTERN RAILWAY.

ROUTE.	TERMINI,	Miles.	AMOUNT PER ANNUM.
23001.....	Chicago.....	Milwaukee.....	87.00 \$ 19,928.48
23002.....	Chicago.....	Freeport.....	121.00 24,997.44
23003.....	Chicago.....	Union Pacific Transfer.....	491.00 115,194.30
23004.....	Elgin.....	Geneva Lake.....	44.00 2,200.00
23056.....	Geneva.....	Batavia.....	8.50 175.00
24031.....	Ft Howard.....	Ishpeming.....	181.20 11,099.27
24042.....	Powers.....	Quinnesec.....	24.68 Not fixed.
25000.....	Chicago.....	Green Bay.....	245.00 51,943.34
25010.....	Caledonia.....	Winona Junction.....	190.35 21,722.40
25011.....	Kenosha.....	Rockford.....	73.60 5,520.00
25012.....	Winona Junction.....	Winona.....	30.45 5,176.50
25030.....	Onalaska.....	La Crosse.....	6.50 Not fixed
27018.....	Stanwood.....	Tipton.....	8.81 440.50
27038.....	Maple River Junction.....	Mapleton.....	61.18 2,353.90

Lands—Congressional Grant.

None in the State of Iowa.

State the number of acres of land your company has already received from the congressional grants.

State the number of acres yet to inure to your company from congressional grants.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. To aid in the construction of the road from Oshkosh to Ft. Howard, bonds were issued in exchange for common stock, as follows:

In 1860, By Town of Neenah.....	\$15,000
By City of Appleton.....	15,000
In 1862, By Borough of Ft. Howard.....	15,000
By Brown county.....	49,500

ACCIDENTS TO PERSONS IN IOWA.

DATE. 1877.	NAME.	CLASS.	OCCUPATION.	PLACE.	CAUSE AND CHARACTER OF INJURY.
July		O		Boone.	Stealing a ride on the trucks, killed
July		O			Getting on moving train, arm lost and leg fractured.
July		E	Brakeman.		Coupling cars, contusion of shoulder.
July		E	Laborer.		Fell from hand-car fracture of ankle
July		E	Laborer.		Getting on moving train, injured thigh
Aug.		O			
Aug.		O			
Aug.		O			
Aug.		O			
Sept.		E	Laborer.		
Oct.		O			
Oct.		O			
Oct.		E	Brakeman		
Oct.		E	Laborer.		
Nov.		E	Brakeman		
Dec.		O			
1878					
Jan.		E	Brakeman		Fell from train, injured his spine.
Jan.		O			Climbing on train, killed.
March		E	Engineer		Engine off track, injured spinal chord
March		E	Brakeman.		Coupling cars, loss of thumb
April		O			Jumping on train, fractured leg and rib
April		O	Conductor		Playing on
April		E	Laborer.		Engine off
April		E	Brakeman.		Fell from h
May		E	Fireman.		Collision of
May		O			Collision of
May		E		La Moille.	Climbing on train, killed.
June	Wm. Hurley	E	Laborer	Grand Junction	Breaking of hand-car, injured eye

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—misconduct or want of caution.....	1	
Employees—from causes beyond their control	1	
misconduct or want of caution.....	3	4
Others—stealing rides	4	
trespassing, on track, etc.....	2	6
Total killed...		11
Injured — Passengers—	None.	
Employees — from causes beyond their control	2	
misconduct or want of caution	9	12
Others—at stations and highway crossings.....	None.	
stealing rides.....	4	
trespassing, on track, etc.....	1	5
Total injured		17

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Albert Keep, 56 Kinzie street, Chicago.
Vice-President, M. L. Sykes, 52 Wall street, New York.
Secretary, M. L. Sykes, 52 Wall street, New York.
Treasurer, M. L. Sykes, 52 Wall street, New York.
General Manager, Marvin Hughitt, 56 Kinzie street, Chicago.
General Superintendent, Marvin Hughitt, 56 Kinzie street, Chicago.
Assistant General Superintendent, C. C. Wheeler, 56 Kinzie street, Chicago.
Division Superintendents,

{	W. B. Linsley, Escanaba, Michigan.
	E. J. Cuyber, Chicago, Illinois.
	C. Murray, Chicago, Illinois.
	J. S. Oliver, Clinton, Iowa.

{	C. A. Swineford, Baraboo, Wisconsin.
---	--------------------------------------

Chief Engineer, E. H. Johnson, 56 Kinzie street, Chicago.
Superintendent of Telegraph, G. H. Thayer, 56 Kinzie street, Chicago.
Auditor, J. B. Redfield, 56 Kinzie street, Chicago.
General Passenger Agent, W. H. Stennett, 56 Kinzie street, Chicago.
General Freight Agent, H. C. Wicker, 56 Kinzie street, Chicago.
Attorneys, General and Local, B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

A. G. Dulman, New York, New York.
Wm. H. Ferry, Lake Forest, Illinois.
R. P. Flower, New York, New York.
M. L. Sykes, New York, New York.
Perry H. Smith, Chicago, Illinois.
Albert Keep, Chicago, Illinois.
David Dows, New York, New York,
Sidney Dillon, New York, New York.
David Jones, New York, New York.
M. Hughitt, Chicago, Illinois.
Jno. M. Burke, New York, New York.
Wm. L. Scott, Erie, Pennsylvania.
Jay Gould, New York, New York.
J. L. Ten Have, Amsterdam, Holland.
D. P. Morgan, New York, New York.
Frank Work, New York, New York.
C. J. Osborn, New York, New York.
General offices at Chicago, Illinois.
Date of annual meeting of stockholders, first Thursday in June.
Fiscal year of company, May 31st.

STATE OF ILLINOIS, }
County of Cook }

Albert Keep, President, and J. B. Redfield, Assistant Secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

ALBERT KEEP,
 J. B. REDFIELD,

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

[L. S.]

RALPH C. RICHARDS,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CHICAGO, IOWA & NEBRASKA RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 15,000,	
Par value of shares.....	\$ 100	
Average price received per share	100	
Number of stockholders at date of last election.....	369	
Number of stockholders in Iowa at same date.....	12	
Amount of full-paid stock in Iowa.....	\$254,400	
Capital stock authorized by vote of company, [number of shares.....	39,162]	
Capital stock issued [number of shares 39,162] amount paid in-		3,916,1
Capital stock paid in per mile of road owned by company, [81.84 miles].....		47,8

DEBT.

Funded debt, as follows :

First mortgage bonds, paid.	
Second mortgage bonds (due July 1, 1880, bear interest at seven per cent., which is payable July 1st and January 1st,) amount.....	515,5
Third mortgage bonds (due August 15, 1894, bear interest at seven per cent., which is payable August 15th and Febru- ary 15th,) amount.....	211,5
Total amount of funded debt.....	727,0
Amount received from the same in cash.....	[\$727,000]
Unfunded debt in any manner, and how, March 31st, 1878, at date of last annual report, unpaid dividends, coupons, etc., amounted to.....	2,3

Contingent liabilities as guarantor of bonds or debts of other corporat specifying same. Should the earnings of the Maple River Railroad prov sufficient to meet the coupons on its bonds, this company is liable to assi making up the deficiency, to an extent not exceeding ten per cent. or earnings it may have derived from the Maple River Railroad business. amount is contingent and uncertain. Also an amount varying each year ing the proportion contributed by this company, to the S. C. & P. R. R., to the loss sustained by operating the Fremont, Elkhorn & Missouri V Railroad.

DESCRIPTION OF ROAD.

Length of main line of road completed, from Clinton to Cedar Rapids, 81.84 miles.

Lands—Congressional, State or Swamp Land Grant.

None. The Chicago, Iowa & Nebraska Railroad never received a land grant, or land donations, of any sort, excepting some right of way.

TERMS OF RENTAL.

The Chicago, Iowa & Nebraska Railroad is under lease to and is operated by the Chicago & Northwestern Railway Company. The rental is 37½ per cent. of the gross earnings.

STATE OF IOWA, }
County of Clinton. }

Horace Williams, President of the Chicago, Iowa & Nebraska Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1878, to the best of his knowledge and belief.

Signed,

HORACE WILLIAMS,
President.

[L. S. OF R. R.]

Attest:

T. VAN DEWINTER, *Secretary.*

Subscribed and sworn to before me, this 2d day of November, A. D. 1878.

[L. S.]

R. C. A. FLOURNOY,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 6th day of November, 1878.

REPORT

OF THE

CEDAR RAPIDS & MISSOURI RIVER RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Par value of shares.....	\$ 100.00
Average price received per share.....	100.00
Number of stockholders at date of last election.....	287
Number of stockholders in Iowa at same date	30
Amount of full-paid stock held in Iowa	\$ 67,500.00
Capital stock authorized by vote of Company [number of shares 76,200].....	\$ 7,620,000.00
Capital stock issued [number of shares, 76,200] amount paid in.....	7,620,000.00
Capital stock paid in on shares not issued [number of shares].....	None.
Capital stock paid in common.....	\$ 6,850,400.00
Capital stock paid in preferred, and conditions of preferment.... (Seven per cent. interest payable semi-annually).	769,600.00
Capital stock total amount paid in as per books of the Company	7,620,000.00
Capital stock total amount realized in cash, and capital stock total amount realized in property.....	\$7,620,000.00
Capital stock paid in per mile of road owned by Company [274.01 miles].....	\$ 27,809.20

DEBT.

Funded debt, as follows :

First mortgage bonds (due August 1, 1891, bear interest at seven per cent., which is payable February and August) amount...	\$ 700,000.00
First mortgage bonds (due August 1, 1894, bear interest at seven per cent., which is payable February and August) amount...	582,000.00
First mortgage bonds (due May 1, 1916, bear interest at seven per cent., which is payable May and November) amount....	2,832,000.00
Total amount of funded debt.....	\$ 3,614,000.00
Amount received from the same property.....	\$3,614,000.00
Other debts, current credit balances, etc.....	\$ 217,241.32
Total debt liabilities.....	\$ 3,831,241.32
Amount of debt liabilities per mile of road [274.01 miles].....	13,982.12
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	\$ 3,745,634.32
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None.

*Length of main line of road completed from Cedar Rapids to Missouri river.....	271.60
Branches owned by company, viz:	
“ Lyons Branch,” length.....	.....
Clinton to Lyons, length	2.41
Total length of road belonging to this company	274.01

TERMS OF LEASE.

This company's road is leased in perpetuity to the Chicago & Northwestern Railway Company for a rental of \$700 per mile out of first \$1,500 of gross earnings per mile per annum, and 33½ per cent. of next \$3,000 of gross earnings per mile per annum, and 20 per cent. out of any excess over \$4,500 of gross earnings per mile per annum.

There have been certified to the State of Iowa, in aid of the railroad line under the act of May 15th, 1856, 784,056.53 acres, and to the Cedar Rapids & Missouri River Railroad Company under act of June 2d, 1864, 359,197.56 acres, in all 1,143,154.09 acres. Of these lands 109,756.85 acres, known as the “Des Moines River Lands,” have been lost to the grant, under the decision of the Supreme Court of the United States, that they were erroneously certified. In addition 9,834.84 acres were decided by the same court in the “Courtright case” to belong to Courtright as grantee of the Iowa Central Air Line Railroad before the resumption of the lands by the state and the subsequent transfer to the Cedar Rapids & Missouri River Railroad.

This last decision affects 66,965 acres additional to the lands directly involved in the Courtright case, the title to which is rendered doubtful by that decision, and further litigation is required to settle it.

Claims under the swamp-land acts, and the homestead and pre-emption laws, in conflict with the railroad grant, have been made in large numbers and affect seriously the quantity of land to be realized from the grant.

These conflicting claims will have to be disposed of by the courts, and it will be years before the net result of the grant can be ascertained.

As to the lands claimed by the railroad to belong to the grant and remaining uncertified, there is scarcely a single tract to which some conflicting claim is not set up, and it is impossible even to guess at the quantity that will ultimately be decided to inure to the grant.

In addition to the grant lands there have been acquired by deed to the Cedar Rapids & Missouri River Railroad the following swamp-lands:

From Boone county.....	15,886.85 acres.
From Story county.....	10,608.05 acres.

In all..... 26,494.90 acres.

All the lands belonging to the grant and the swamp-lands above mentioned were sold by the Cedar Rapids & Missouri River Railroad Company to the Iowa Railroad Land Company September 15th, 1869, for the sum of \$800,000.00. The sale included all the lands certified, or to inure thereafter to the grant, and all contracts and proceeds of the land excepting the sum of \$11,341.92. Prior to this sale, the railroad company had sold 46,049.19 acres, for the aggregate sum of \$220,559.74.

In estimating the reciprocal advantages to the company and the state, it may not be out of place to say that the railroad company and its grantee have paid \$937,845.73 for taxes assessed upon the lands.

*Length in all cases given in miles and decimals.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Horace Williams, Cedar Rapids, Iowa.
 Vice-President, Frederick Nickerson, Boston, Massachusetts.
 Secretary, P. E. Hall, Cedar Rapids, Iowa.
 Treasurer, David P. Kimball, Boston, Massachusetts.
 Assistant Treasurer, J. Van Deventer, Cedar Rapids, Iowa.
 Auditor, Geo. T. Crandell, Cedar Rapids, Iowa.
 Register of Stock, David P. Kimball, Boston, Massachusetts.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Ally, Lynn, Massachusetts.
 Oliver Ames, North Easton, Massachusetts.
 Fred. L. Ames, North Easton, Massachusetts.
 John I. Blair, Blairstown, New Jersey.
 D. C. Blair, Belvidere, New Jersey.
 James Blair, Scranton, Pennsylvania.
 F. Gordon Dexter, Boston, Massachusetts.
 John M. Glidden, Boston, Massachusetts.
 Edward Johnson, Belfast, Maine.
 David P. Kimball, Boston, Massachusetts.
 Frederick Nickerson, Boston, Massachusetts.
 Joseph Nickerson, Boston, Massachusetts.
 S. Lothrop Thorndike, Boston, Massachusetts.
 Charles E. Vail, Blairstown, New Jersey.
 Horace Williams, Clinton, Iowa.
 General offices at Cedar Rapids, Iowa.
 Date of annual meeting of stockholders, third Wednesday of May.
 Fiscal year of company, from March 31st, to April 1st.

STATE OF IOWA, }
 County of Linn. }

I, Horace Williams, President of the Cedar Rapids & Missouri River Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. R.]

HORACE WILLIAMS,

Subscribed and sworn to before me, this 6th day of November, A. D., 1876.

[L. S.]

CHAS. H. CLARK,
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 7th day of November, 1878.

REPORT

OF THE

IOWA MIDLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 10,000,000.00
Par value of shares.....	\$100.00
Average price received per share.....	100 00
Number of stockholders at date of last election.....	8
Number of stockholders in Iowa at same date.....	2
Amount of full-paid stock held in Iowa.....	200.00
Capital stock issued [number of shares, 500,] amount paid in.....	50,000.00
Capital stock, <i>total amount paid in as per books of the Company</i>	50,000.00
Capital stock paid in per mile of road owned by Company, [68.80 miles].....	726.75

DEBT.

Funded debt, as follows :

First mortgage bonds due (October 1st, 1900, bear interest at eight per cent., which is payable April 1st, and October 1st,) amount.....	1,350,000.00
Total amount of funded debt.....	\$ 1,350,000.00
Other debts—current credit balances, etc.....	98,914.26
Total debt liabilities.....	\$ 1,448,914.26
Amount of debt liabilities per mile of road, [68.80 miles].....	21,059.80

Construction of Road, built by Company.

Total expended for construction.....	1,487,366.85
Average cost of construction per mile of road (not including sidings) 68 80 miles.....	21,618.70
Proportion of cost of construction for Iowa.....	1,487,366.85
<i>Total for equipment. Owns no equipment.</i>	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Land.....	\$ 25.00
Passenger and freight stations, wood-sheds and water stations.....	90.00
New fences.....	70.38
Addition to property account for the year.....	\$185.38

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor. The excess of cost of the new structures over original cost of the old structure, is charged to construction.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGER	FREIGHT.
July,	1877	\$2,530.22	\$ 3,864.26
August,	1877	2,727.59	3,645.66
September,	1877	3,234.34	4,636.63
October,	1877	2,884.46	4,592.59
November,	1877	2,446.02	3,800.10
December,	1877	3,080.09	3,953.81
January,	1878	2,776.98	4,374.79
February,	1878	2,947.72	4,745.87
March,	1878	3,443.13	4,636.47
April,	1878	2,380.29	3,414.51
May,	1878	2,683.82	4,199.45
June,	1878	2,034.83	2,966.13
Totals		\$ 33,168.49	\$48,860.27

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July,	1877	\$ 298.70	\$ 157.04	\$ 17.18
August,	1877	312.95	166.03	21.57
September,	1877	312.95	153.69	19.47
October,	1877	268.70	163.08	22.63
November,	1877	298.70	157.04	10.34
December,	1877	298.70	157.04	15.77
January,	1878	298.70	163.08	16.43
February,	1878	298.70	144.96	16.11
March,	1878	298.70	157.04	13.09
April,	1878	298.70	157.04	15.08
May,	1878	298.70	163.08	5.26
June,	1878	298.80	151.00	17.05
Totals		\$3,613.00	\$1,890.12	\$189.98

Recapitulation of Earnings.

Receipts from passengers.....	\$ 33,168.49
Receipts for express.....	1,890.12
Receipts for mails.....	3,613.00
<hr/>	
Total receipts from passenger trains	\$38,671.61
Receipts from passenger trains, per train mile run, [43,264 miles].....	\$0.89,388
Receipts from freight.....	48,860.27
<hr/>	
Total receipts from freight trains.....	\$48,860.27
Receipts from freight trains, per train mile run, [44,935 miles]	\$1.08736
Receipts from miscellaneous sources.....	189.98
<hr/>	
Total earnings.....	\$87,721.86
Proportion for Iowa.....	[\$87,721.86]
Earnings per mile of road operated, [68.80 miles], [\$ 1,275.03]	
Per train mile, for passenger, freight and mixed trains, [88.199 miles].....	[\$.99459]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor and supplies.....	\$ 59,234.47
Repairs of bridges—labor and supplies	2,724.35
Repairs of fences—labor and supplies.....	1,319.22
Repairs of buildings—stations and water tanks, etc.....	840.84
<hr/>	
Total.....	\$ 64,118.88

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	\$ 7,045.14
Repairs of cars.....	2,796.06
Repairs of machinery and tools.....	1,103.16
<hr/>	
Total.....	\$ 10,944.36

Class 3.—Conducting Transportation.

Fuel.....	\$ 7,291.94
Oil, waste, and lights.....	867.25
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades), and clerks.....	25,678.87
Miscellaneous, train, and station supplies.....	273.39
Loss and damage of goods.....	335.15
Injuries to persons.....	1,048.00
All other expenses chargeable to this account.....	13.50
<hr/>	
Total.....	\$ 35,508.10

Class 4.—General Expenses.

Salaries of the general officers of the company	\$	48
Taxes in Iowa.....		5,50
Advertising.....		30
Printing and stationery.....		41
All other expenses chargeable to this account.....		30
Total	\$	7,00

Recapitulation of Expenses.

Total expenses of operating the road (embraced in class 1, 2, 3, and 4,)	\$117,5
Proportion for Iowa.....	\$117,574.73
Per mile of road operated	1,708.93
Per train mile for passenger, freight and mixed trains [88,199 miles].....	1,333.06
Percentage of expenses to earnings.....	134.03

GENERAL RECAPITULATION.

Total earnings	\$	87,
Total receipts during the year.....	\$87,721	86
Total operating expenses.....		117,
Net earnings—earnings above operating expenses—deficit.....		29,

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$	108
Total interest liability for the year.....		108
Receipts less than operating expenses and interest		137
Amount paid during the year for permanent improvements, and charged to cost of road		
Dividends declared, — per cent. for the year, amount. None ever declared.		
Surplus at the commenc ment of the year.....		

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE

DR.

Cost of road	\$	1,48
Income account [loss].....		1
Total	\$	1,49

CR.

Capital stock	\$	
Funded debt (bonds outstanding)		1,3
Unfunded debt (due Chicago & Northwestern Railway Co.).....		
Total	\$	1,4

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Lyons to Anamosa, October 1871.

*Length of main line of road completed, from Lyons to Anamosa	68.80
Length of double track on main line.....	Nothing.
Aggregate length of tracks belonging to this company computed as single track.....	73.60
Gauge of track.....	4 feet 8½ inches.
Total length of tracks belonging to this company laid with iron rails.....	All.
Weights per yard	50 to 60 lbs.
Total miles of road operated by this company, all in Iowa.....	68.80

Number of Bridges and Trestles on Whole Line, over 25 Feet in Length.

Wooden trestles and pile, number of, 114; aggregate length, feet	7,960
--	-------

Crossings.

What railroads cross your road at grade in this state, and at what locality?

Davenport & Northwestern Railroad at Delmar Junction, Clinton county.

Sabula, Ackley & Dakota Railroad at Delmar Junction, Clinton county.

What railroads cross your road either over or under your grade in this state, and where? Davenport & Northwestern Railroad at Centre Junction, Jones county. (Over.)

Number of crossings of highways at grade in this state without protection, except cattle-guards.....	92
Number of crossings of highways at grade in this state at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	4
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Employes are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to sound whistle at signal-posts, which are eighty rods before highway-crossings, and to ring the bell. Which regulations are found to be sufficient.

Stations, &c.

Number of stations at which there are agents.....	15
Number of persons regularly employed on all roads operated by company, including officials, about.....	160
How many miles of fencing have you on your road in Iowa.....	66 7-10 miles (track)
How many miles of fencing have you 3 miles board. built during the year ?..... ½ mile wire.	3½ miles (track)
What was the average cost per rod? Board, \$1.37½; wire, 94 cts.	
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
2 1-10 (track) miles in Jones county.	
Aggregate amount, 4 2-10 miles.	

* Length in all cases given in miles and decimals.

ROLLING STOCK.

Owens no equipment.

TELEGRAPHS.

Miles of telegraph on line operated by company. All the road operated has telegraph lines.	
Miles of telegraph owned by company. No telegraph line wholly owned by this company.	
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated jointly by rail and telegraph companies.....	10

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	43,264
Miles run by freight trains.....	44,935
Total mileage of passenger, freight and mixed trains.....	88,199
Miles run by construction and other trains.....	3,647
Total train miles run.....	91,846
Total number of passengers carried.....	76,049
Total passenger mileage, or passengers carried one mile	1,158,226
Average amount received from each passenger.....	\$0.4361-100
Average distance traveled by each passenger.....	15.23 miles.
Total tons of freight carried.....	99,614
Total freight mileage, or tons carried one mile.....	2,033,397
Highest rate of fare per mile, for any distance.....	3 cents.
Lowest rate of fare per mile, for any distance, (single fare)....	2 12-100 cents.
Average rate of fare per mile, for all passengers	2 89-100 cents.
Average rate received per mile, per ton for all freight carried.....	2 40-100 cents.
Average number of cars in passenger trains, including baggage-cars.....	4
Average number of cars in freight-trains.....	20
Average weight of passenger-trains, including locomotive and tender in working order, exclusive of passengers..	112 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express-trains, including stops.....	25 miles per hour.
Rate of speed of freight-trains, including stops.....	12 miles per hour.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc., what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company Lyons to Anamosa—rate per diem on limited tonnage, \$6.04; limit of pounds to be carried each day, at regular per diem rates, 1,000. The Express Company has no care of the machinery, or repairs of cars, &c. It does a miscellaneous business, restricted to lighter articles properly belonging to express business. The Express Company delivers its freight into this Company's cars.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or

order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such Transportation Companies, (excepting consignments of less than a car load.) Their freight has no preference over other freight of like class.

Do sleeping, parlor or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$3,705 per annum. Six times each way, each week.

Lands—Congressional Grant.—None.

Lands—State or Swamp Land Grant.—None.

ACCIDENTS TO PERSONS IN IOWA.

December 4th, 1877—Daniel Farrell, at Charlotte, walking on track; killed. His own fault.

February 19th, 1878—Thomas Cave, at Bryant, walking on track; killed. His own fault.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Albert Keep, 56 Kinzie street, Chicago.
 Vice-President, M. L. Sykes, 52 Wall street, New York.
 Secretary, M. L. Sykes, 52 Wall street, New York.
 Treasurer, M. L. Sykes, 52 Wall street, New York.
 General Manager, Marvin Hughitt, 56 Kinzie street, Chicago.
 General Superintendent, Marvin Hughitt, 56 Kinzie street, Chicago.
 Assistant General Superintendent, C. C. Wheeler, 56 Kinzie street, Chicago.
 Division Superintendent, J. S. Oliver, Clinton, Iowa.
 Chief Engineer, E. H. Johnson, 56 Kinzie street, Chicago.
 Superintendent of Telegraph, G. H. Thayer, 56 Kinzie street, Chicago.
 Auditor, J. B. Redfield, 56 Kinzie street, Chicago.
 General Passenger Agent, W. H. Stennett, 56 Kinzie street, Chicago.
 General Freight Agent, H. C. Wicker, 56 Kinzie street, Chicago.
 Attorneys, General and Local, B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS WITH RESIDENCE.

Albert Keep, Chicago, Illinois.
 M. L. Sykes, New York, New York.
 Marvin Hughitt, Chicago, Illinois.
 H. H. Porter, Chicago, Illinois.
 Isaac B. Howe, Clinton, Iowa.
 E. S. Bailey, Clinton, Iowa.
 J. B. Redfield, Chicago, Illinois.
 General offices at Chicago, Illinois.
 Date of annual meeting of stockholders, first Wednesday in March.
 Fiscal year of Company, May 31st.

STATE OF ILLINOIS, }
County of Cook. }

Albert Keep, President, and J. B. Redfield, Assistant Secretary of the Iowa Midland Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

ALBERT KEEP,
J. B. REDFIELD,

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

[L. S.]

RALPH C. RICHARDS,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

MAPLE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	1,000,000.00
Par value of shares.....	\$	100.00
Average price received per share.....		100.00
Number of stockholders at date of last election..	126	
Number of stockholders in Iowa at same date....	5	
Amount of full-paid stock held in Iowa.....	158,900.00	
Capital stock issued [number of shares, 6,580] amount paid in...		658,000.00
Capital stock now outstanding.....		592,200.00
Total amount paid in as per books of the company.....		658,000.00
Capital stock, total amount realized in cash.....	\$	658,000.00
Capital stock paid in per mile of road owned by company [60.15 miles]		10,939.32

DEBT.

Funded debt as follows:

First mortgage bonds, due July 1, 1897, bear interest at 7 per cent, which is payable January and July, amount.....	\$	463,000.00
Amount received from the same in cash and property		463,000.00
Unfunded debt.....	None.	
Other debts--current credit balances, etc.....		40,087.50
Total debt liabilities.....		503,087.50
Amount of debt liabilities per mile of road [60.15 miles].....		8,363.88
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments		420,972.49
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	Nothing.	

DESCRIPTION OF ROAD.

* Length of main line of road completed, from Maple River Junction to terminus at Mapleton..... 60.15

TERMS OF LEASE.

This company's road is leased in perpetuity, to the Chicago & Northwestern Railway Company, from and after the 23d day of November, A. D., 1876, for a rental of 7-15 of the gross earnings, up to \$1,500.00 per mile per annum, and 33½ per cent. of gross earnings in excess of \$1,500.00 per mile per annum. Provided that in no case shall the minimum rental be less than \$400.00 per mile per annum, and the maximum rental more than \$1,350.00 per mile per annum.

Lands—Congressional Grant.

This company has no land grant.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President Horace Williams, Cedar Rapids, Iowa.
Vice-President, Fred. L. Ames, Boston, Mass.
Secretary, Henry V. Ferguson, Cedar Rapids, Iowa.
Treasurer, David P. Kimball, Boston, Mass.
Assistant Treasurer, J. Van Deventer, Cedar Rapids, Iowa.
Register of Stock, David P. Kimball, Boston, Mass.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Mass.
Fred. L. Ames, North Easton, Mass.
John I. Blair, Blairstown, N. J.
Wm. T. Glidden, Boston, Mass.
David P. Kimball, Boston, Mass.
Frederick Nickerson, Boston, Mass.
Horace Williams, Clinton, Iowa.
General Offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, Wednesday, succeeding third Tuesday of May.

Fiscal year of the company, from March 31st, to April 1st.

STATE OF IOWA, }
County of Linn. }

I, Horace Williams, President of the Maple River Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief. .

(Signed,)

[L. S. OF R. R.]

HORACE WILLIAMS.

Subscribed and sworn to before me, this 5th day of November, A. D., 1878.

[L. S.]

CHAS. H. CLARK,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 6th day of November, 1878.

* Length in all cases given in miles and decimals.

REPORT

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1978.

CAPITAL STOCK.

Capital stock authorized by articles of association.....		\$27,200,000.00
Par value of shares.....	\$100.00	
Average price received per share.....	About par	
Number of stockholders at date of last election.....	1,795	
Number of stockholders in Iowa at same date..	8	
Amount of full-paid stock held in Iowa.....	\$73,400.00	
Capital stock authorized by vote of company, [number of shares].....	250,000	
Capital stock issued [number of shares 209,800] amount paid in.....		20,980,000.00
Capital stock paid in on shares not issued [number shares].....	None.	
Capital stock paid in common. See question 8.		
Capital stock paid in preferred, and conditions of preferment.....	None.	
Capital stock of the Iowa Southern & Missouri Northern R'y Co., (See note below.).....		5,245,600.00
Capital stock, total amount paid in as per books of the company.....		20,980,000.00
Capital stock, total amount realized in cash.....	\$20,980,000.00	
Capital stock, total amount realized in property..	Nothing	
Capital stock paid in per mile of road owned by company.....	635.96 miles	32,989.50

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed including rails and bridges, &c. \$	6,186,000.00
Estimated value of rolling stock	2,825,500.00
Estimated value of stations, buildings, and fixtures.....	850,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	250,000.00
Estimated value of property per mile of road (635.96 miles).....	15,899.73

NOTE.—This company operates the Iowa Southern & Missouri Northern Railroad under lease. The capital stock of that corporation, amounting to \$5,245,600.00, is held in trust for the stockholders of this company.

REPORT OF RAILROAD COMMISSIONERS.
DEBT.

* Lengt'
Ju

910

T
R
r
?

<i>Funded debt, as follows:</i>	
<i>First mortgage bonds (due 1917, bear interest at 6 per cent., which is payable semi-annually) amount.....</i>	<i>\$*9,000,000.00</i>
<i>Income or other mortgage bonds (due 1895, bear interest at 6 per cent., which is payable semi-annually,) amount..</i>	<i>1,000,000.00</i>
	<hr/>
<i>Total amount of funded debt..</i>	<i>\$10,000,000.00</i>
<i>Amount received from the same in cash about.... (\$6,012,000.00)</i>	
<i>Amount received from the same in property. ....( 3,888,000.00)</i>	
<i>Unfunded debt incurred in any manner and how..</i>	<i>None.</i>
<i>Bonds of Chicago & Southwestern R'y, as shown below.....</i>	<i>5,000,000.00</i>
<i>Other debts,—current credit balances, etc.....</i>	<i>392,874.98</i>
	<hr/>
<i>Total debt liabilities.....</i>	<i>\$15,392,874.98</i>
<i>Amount of debt liabilities per mile of road (1,003.20 miles,).....</i>	<i>15,343.76</i>
<i>Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Chicago & Southwestern Railway Co. Bonds—principal, \$5,000,000.00 and interest at 7 per cent., guaranteed by C., R. I. & P. R. R. Co.</i>	

COST OF ROAD AND EQUIPMENT.

Construction of Road, and Branches (not reported separately), Built by Company.

<i>Total cost of construction and equipment of road and branches given below. Company has no data by which the cost of right-of-way, equipment, etc., can be separately determined, as all such details were destroyed by fire in 1871.</i>	
<i>Total cost of road and equipment, including estimated cost of Iowa Southern & Missouri Northern R. R.....</i>	<i>\$42,396,885.81</i>
<i>Average cost of same per mile.....</i>	<i>42,270.07</i>
<i>Proportion of same for Iowa.....</i>	<i>26,387,091.20</i>

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

<i>Main line extension or alteration of road.....</i>	}	<i>\$ 55,328.65</i>
<i>Branches, extension or alteration of road, specifying each.....</i>		
<i>Double track extension.....</i>		<i>24,108.38</i>
<i>Passenger and freight stations, wood-sheds and water-stations...</i>		<i>13,029.77</i>
<i>Engine-houses, car-sheds and turn-tables.....</i>		<i>2,457.96</i>
<i>New locomotives.....</i>	}	<i>Charged as equipment. 46,872.02</i>
<i>New snow-plows.....</i>		
<i>New passenger cars.....</i>		
<i>New mail and baggage cars.....</i>		
<i>New freight cars.....</i>		
<i>Machine-shops, machinery and tools.....</i>		<i>532.00</i>
<i>New fences.....</i>		<i>2,177.13</i>
<i>Any other expenditures charged to property account, specifying same. Masonry and bridge abutments, extra cost of iron over wooden bridges, and engineering.....</i>		<i>19,778.00</i>
<i>Total.....</i>		<hr/> <i>\$167,283.91</i>

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are

*Total amount when all the 7 per cent. bonds are exchanged.

the cost of these improvements charged to repairs or construction, and the reasons therefor. Steel rails wholly charged to repairs; reducing grades and ballasting track charged to construction account. In replacing wooden bridges by stone and iron structures the excess in cost of such iron or stone structures over wooden has been charged to construction account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1877.....	\$ 144,957.36	\$ 415,793.77
August,	1877.....	154,268.12	557,280.73
September,	1877.....	187,279.22	572,590.74
October,	1877.....	182,077.39	589,400.91
November,	1877.....	141,984 50	482,217.11
December,	1877.....	141,063.60	371,544.62
January,	1878.....	134,268 13	452,552.36
February,	1878.....	131,106.51	446,946.51
March,	1878.....	164,502.04	535,942.49
April,	1878.....	141,929 26	531,056.01
May,	1878.....	137,066.02	585,457.75
June,	1878.....	146,453.93	439,057.66
Totals.....		\$ 1,806,956.08	\$ 5,979,840.66

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1877.....	\$ 12,563.60	\$ 9,100.00	\$ 22,483.34
August,	1877.....	12,563.60	9,450.00	21,035.54
September,	1877.....	12,563.60	8,750.00	17,093.40
October,	1877.....	12,563.60	9,450.00	21,555.83
November,	1877.....	12,563.60	9,100.00	15,697.76
December,	1877.....	12,563.60	9,100.00	17,811.03
January,	1878.....	12,563.60	9,450.00	24,761.42
February,	1878.....	12,563.60	8,400.00	18,159.20
March,	1878.....	12,563.60	9,100.00	15,683.05
April,	1878.....	12,563.60	9,100.00	15,379.25
May,	1878.....	12,563.60	9,450.00	18,400.57
June,	1878.....	12,563.60	8,550.00	11,846.21
Totals.....		\$150,763.20	\$ 109,200.00	\$ 219,906.60

Recapitulation of Earnings.

Receipts from passengers.....	\$	1,806,956.08
Receipts for express.....		109,200.00
Receipts for mails.....		150,763.20
<hr/>		
Total receipts from passenger trains.....	\$	2,066,918.28
Receipts from passenger trains, per train mile run, [1,396,587 miles].....	\$	1.29
Receipts from freight.....		5,979,840.66
<hr/>		
Total receipts from freight trains.....		\$5,979,840.66
Receipts from freight trains, per train mile run, [4,533,266 miles].....	\$	1.32
Receipts from miscellaneous sources.....		219,906 60
<hr/>		
Total earnings.....		\$8,266,666.54
Proportion for Iowa.....	\$4,998,933.72	
Earnings per mile of road operated, [1,032.28 miles]..	8,008.16	
Per train mile, for passenger, freight, and mixed trains, [5,959,084 miles]	1.38	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? Have not.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.*Class 1.—Maintenance of Way and Buildings (charged to operating expenses).*

Repairs of track—labor and supplies, (exclusive of new rails)....	\$	746,679.02
Repairs of bridges—labor and supplies.....		87,161.83
Repairs of fences—labor and supplies.....		21,781.56
Repairs of buildings—stations and water-tanks, etc.....		68,757.83
Repairs of telegraph.....		8,145.83
New rails, deducting old rails sold.....		213,613.13
<hr/>		
Total.....	\$	1,146,139.20

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives--labor and supplies.....	263,745.67
Repairs of cars—labor and supplies.....	381,621.28
Repairs of machinery and tools—labor and supplies.....	12,943.01
<hr/>	
Total.....	\$ 658,309.96

Class 3.—Conducting Transportation.

Fuel.....	\$	464,904.59
Oil, waste, and lights.....		59,643.67
Wages of employes—conductors, enginemen, brakemen, station- men (all grades), and clerks.....		1,274,892.13
Miscellaneous train and station supplies, expenses.....		64,998.76
Loss and damage of goods.....		19,709.29
Injuries to persons.....		51,469.25
Damages for stock killed.....	}	26,424.64
Damages to property, including damages by fire.....		
Hire of cars.....		64,817.32
Legal expenses.....		33,172.13
All other expenses chargeable to this account.....		124,950.48
<hr/>		
Total.....	\$	2,214,982.26

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 47,300.00
Taxes in Iowa.....	118,677.95
Taxes in other States.....	131,574.83
Advertising, printing, and stationery.....	41,220.77
Total.....	\$ 338,773.55

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$4,358,204.97
Proportion for Iowa	\$2,636,054.62
Per mile of road operated.....	4,222.89
Per train mile of passenger, freight, and mixed trains, 5,959,084 miles, \$0.73.	
Expense of running and management of passenger trains, as per class 3.....	553,745.56
Expense of running and management of passenger trains, per train mile, 40c.	
Expense of running and management of freight trains, as per class 3	1,594,787.23
Expense of running and management of freight trains per train mile, 35c.	
Percentage of expenses to earnings, 52.73.	
Net earnings per train mile, 6,516,901 miles, \$0.60.	

GENERAL RECAPITULATION.

Total earnings.....	8,266,666.54
Receipts during the year.....	8,266,666.54
Operating expenses	4,358,204.97
Net earnings—earnings above operating expenses.....	3,908,461.57
Total receipts above operating expenses	3,908,461.57
Percentage of net earnings to stock and debt, \$9 39.	
Percentage of net earnings to cost of road and equipment, \$9.22.	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	1,004,545.00
Total interest liability for the year.....	1,004,545.00
Receipts above operating expenses and interest.....	2,903,916.57
Amount paid during the year for permanent improvements, and charged to cost of road	167,283.91
Amount paid during the year for permanent improvements, and charged to operating expenses .....	.....
Floating debt liquidated during the year. No floating debt.	
Dividends declared, 8 per cent. for the year; amount.....	1,678,400.00
Date of last dividend declared, May 1, 1878.	
Balance for the year, or surplus.....	1,058,232.66
Surplus at the commencement of the year	6,371,853.63
Total surplus	7,430,086.29

State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?

\$2,732,120.83 of surplus has been absorbed in construction and improvement of road.

1,347,992.59 of surplus has been absorbed in cash, materials, or balances due from other roads.

3,349,972.87 of surplus has been absorbed in capital stock of other railroads, mostly Iowa Southern & Missouri Northern Railroad, operated by this company.

\$7,430,086.29

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Cost of road and equipment, including branches.....	\$33,710,629.44
Pacific Hotel, and other bonds, charged to suspended debt acct..	557,148.99
Capital stock in connecting roads	4,932,653.19
Construction repairs account	9,441.09
Salaries of agents and clerks.....	27,491.54
Books, printing, and stationery.....	2,822.19
Station-house expenses.....	7,441.58
Labor of handling freight, watchmen, etc.....	28,298.71
Conductors, baggagemen, and brakemen	21,941.64
Engineers, firemen, and wipers.....	34,896.86
Fuel account	40,716.96
Oil, tallow, and waste.....	5,217.11
Loss and damage of goods and baggage.....	1,248.33
Damages for injuries to persons	5.00
Taxes on real estate	2,852.03
Contingent account	10,089.29
Legal expenses.....	792.79
Repairs of engines and tenders.....	25,533.22
Repairs of cars.....	40,162.04
Tools and machinery in shops	1,168.68
Repairs of roadway and track	111,175.07
Cost of iron for repairs, and renewal of rails	60,577.78
Repairs of fences and gates.....	2,583.30
Repairs of bridges and draws.....	5,761.13
Repairs of buildings and fixtures	4,411.13
Damages for cattle killed, and damage by fire	1,500.48
Repairs of telegraph	787.35
Missouri river bridge tolls	5,744.82
Dining-car expenses.....	2,969.16
Car service account	8,223.68
Cash in New York Deposit Bank	123,409.35
Deposit to pay coupons	5,105.47
Loans made on collateral security.....	1,073,597.00
Bonds of this company on hand.....	430,000.00
Totals.....	\$41,296,396.40

CP.

Suspended debt account.....	\$ 557,148.99
Interest received on loans.....	9,903.48
Outstanding scrip convertible into stock.....	200.00
Profit and loss account.....	7,430,086.29
Amount due local treasurer in Chicago.....	185,119.73
Six per cent. mortgage bonds outstanding.....	9,475,000.00
Amount due income bond sinking fund.....	3,024.38
Capital stock account.....	20,979,800.00
Due commissioners of sinking fund.....	778,423.50
Suspense account.....	6,641.44
Six per cent. income bonds outstanding.....	784,000.00
Fractional agreements convertible into bonds outstanding.....	100.00
Profit in exchanging six per cent. mortgage bonds for income bonds.....	460.00
Interest on bonds due July 1st.....	276,455.47
Seven per cent. mortgage bonds outstanding.....	100,000.00
Receipts from passengers.....	141,929.26
Receipts from freight.....	531,056.01
Receipts from mails.....	12,563.60
Receipts from other sources.....	24,479.25
	<u>\$41,296,396.40</u>

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :
From Chicago to Council Bluffs, June, 1869.
From Washington to Knoxville, December, 1876.
From Washington to Leavenworth, October, 1871.

Length of main line of road completed from Chicago to Council Bluffs.....	500.45 miles.
Length of main line of road completed in Iowa	318.25 miles.
Length of main line of road completed in Illinois.....	182.20 miles.
Length of double track on main line.....	66.75 miles.
Branches owned by company, viz :	
Oskaloosa, length.....	128.00 miles.
South Chicago. length.....	7.51 miles.
Total length of branches owned by company.....	135.51 miles.
Total length of branches owned by company in Iowa.....	128.00 miles.
Total length of branches owned by company in Illinois.....	7.51 miles.
Total length of road belonging to this company.....	635.96 miles.
Aggregate length of sidings and other tracks not above enumerated.....	163.40 miles.
Same in Iowa.....	89.70 miles.
Aggregate length of tracks belonging to this company computed as single track.....	866.11 miles.
Same in Iowa.....	538.95 miles.
Gauge of track.....	4 feet, 8½ inches.
Total length of tracks belonging to this company laid with steel rails, [weights per yard, 60 pounds].....	470.00 miles.
Total length of tracks belonging to this company laid with iron rails, [weights per yard, 58 pounds].....	396.11 miles.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Peoria & Bureau Valley Railroad, *length.....	46.72
Iowa Southern & Missouri Northern, from Washington, Iowa, to Leavenworth, Kansas, and from Des Moines, Iowa, to Indianola and Winterset, Iowa	318.35
Atchison Branch (C. & S. W. Ry.).....	29.08
Total length of above roads	394.15
Total length of above roads in Iowa	177.98
in Illinois	46.72
in Missouri.....	169.45
in Kansas	2.17
Total miles of road operated by this company.....	1,032.28
Total miles of road operated by this company in Iowa.....	624.23

Number of Bridges and Trestles on Line in Iowa.

Wooden bridges, number of, 75; aggregate length, feet.....	10,314
Stone bridges, number of, 83; aggregate length, feet.....	1,172
Iron bridges, number of, 10; aggregate length, feet.....	3,505
Wooden trestles, number of, 812; aggregate length, feet.....	84,264
Culverts, number of	Unknown.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	NO.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
In Iowa.....	1	Howe Truss	Wood	110	1877
In Iowa.....	7	Arches.....	Stone.....	72	1877 and 1878
In Iowa.....	68	Trestle and Pile.....	Wood.....	8,542	1877 and 1878

* Length in all cases given in miles and decimal.

Crossings.

What railroads cross your road at grade in this State, and at what locality?
Burlington, Cedar Rapids & Northern Railroad at West Liberty and Columbus Junction.
Central of Iowa Railroad at Grinnell.
Keokuk & Des Moines Railroad near Oskaloosa.
Des Moines and Fort Dodge Railroad at V lley Junction.
Chicago, Burlington & Quincy Railroad at Council Bluffs.

What railroads cross your road either over or under your grade in this State, and where?

Central of Iowa Railroad near Oskaloosa.
Davenport & Northwestern Railroad at Davenport.
Number of crossings of highways at grade in this State without protection..... 496
Number of crossings of highways at grade in this State at which there are gates or flagmen 10
Number of crossings of highways over railroad 21
Number of crossings of highways under railroad..... 29
Number of highway bridges 18 feet above track 21
Number of highway bridges less than 18 feet above track 1

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? All trains or engines are required to come to a full stop before crossing another railroad at grade.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers are required to ring bell or sound whistle eighty rods before coming to a highway, and continue to ring bell till the crossing is passed.

Stations.

Number of stations..... 166
Same in Iowa 97

Employees.

Number of persons regularly employed on all roads operated by company, including officials..... 5,809
Same in Iowa..... 2,028

Fencing.

How many miles of fencing have you on your road in Iowa?
Estimated at 1,100 miles.
How many miles of fencing have you built during the year?
About..... 3 miles.
What was the average cost per rod ?\$1.00 to \$1 25

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
Twenty and 84-100 miles in Mahaska county; twenty-four and 86-100 miles in Marion county.
Aggregate amount, 45 and 70-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	185
Number of locomotives of more than 20 tons weight, exclusive of tender.....	43
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars, 8-wheel.....	91
Number of express and baggage cars, and mail-cars.....	32
Number of box freight cars.....	2,543
Number of stock cars.....	654
Number of coal cars.....	1,000
Number of conductors' way cars.....	86
Other cars as follows: Hand-cars, push-cars, wrecking-cars..	315
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains--give the weight of engines generally used. Between 35 and 37 ton engines.....	218.8 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power or weight--give the weight of engine generally used. Six to ten cars. Weight of engine	30 to 35 tons.
Number of locomotives equipped with train-brake.....	44
Number of passenger cars and baggage cars equipped with train-brake.....	113
What kind of train-brake is in use on your road? Westing-house Air-Brake.	
Number of passenger cars with Miller platform and buffer..	91
Number of passenger cars with any other platform and buffer.....	32

TELEGRAPHS.

Miles of telegraph on line operated by company	1,014
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	80
Number of telegraph stations operated by company.....	31
Number of telegraph stations operated jointly by rail and telegraph companies.....	78

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	1,396,587
Miles run by freight and mixed trains.....	4,533,266
Total mileage of passenger, freight and mixed trains.....	5,929,853
Miles run by construction and other trains	557,817
Total train miles run.....	6,487,670
Miles run by rented cars.....	12,642,309
Total number of passengers carried	1,547,814
Total passenger mileage, or passengers carried one mile.....	61,270,208
Average amount received from each passenger	\$1.17
Average distance traveled by each passenger--miles.....	40
Total tons of freight carried.....	1,768,118
Total freight mileage, or tons carried one mile.....	357,259,086
Highest rate of fare per mile, for any distance in Iowa.....	\$.03
Lowest rate of fare per mile, for any distance in Iowa, (single fare).....	.02
Average rate of fare per mile, for all passengers in Iowa.....	.02.94
Average rate received per mile, per ton, for all freight carried in Iowa.....	.01.5
Average number of cars in passenger trains, including baggage-cars.....	

Average number of cars in freight trains.....	18
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers...	150 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express trains, including stops.....	25 miles.
Rate of speed of freight trains, including stops.....	12 miles.

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	422,285	24
Flour.....	19,429	1
Provisions (beef, pork, lard, etc.).....	20,226	1
Animals.....	181,871	10
Other agricultural products.....	19,913	1
Lumber and forest products.....	263,901	15
Coal.....	251,387	14
Plaster.....	19,986	1
Salt	27,396	2
Petroleum.....	1,683	...
Railroad iron—iron and steel rails, pig and bloom iron, and other iron and castings.....	33,559	2
Ores	21,793	1
Stone and brick.....	36,657	2
Manufactures—articles shipped from point of production....	21,672	1
Merchandise and other articles, not enumerated above.....	426,360	25
Total tons carried.....	1,768,118	100

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company pays a sum equal to double first class rates on a specified weight daily. Cars furnished by railroad company, and hauled on passenger trains. Freight received from and delivered into cars by express company.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? Cars of the Red, Blue, Empire, Union, and other lines, are run on the road. Freight pays tariff rates, and company allows usual car mileage. No preference is given in speed or order of transportation.

What amount have you paid other corporations, car loaning, companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each? Usual freight car mileage of 4 cents per mile, per car, paid for all cars belonging to other railroads or transportation companies. Total amount paid, \$94,817.32.

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping and dining-cars are owned and run by this company, for which we charge \$1.50 per night extra for each double berth in sleeping-car, and 75c. each for full meal in dining-car.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$150,763.20, based on weight of mails.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants. 550,193 51-100.

State the number of acres yet to inure to your company from Congressional grants. Uncertain, but small.

State the average price at which these lands are offered for sale by the company. About \$8.

State the average price at which these lands have been sold or contracted by the company. \$7.50.

State the number of acres sold. 251,764 65-100.

State the amount received from sales, including bills receivable. \$1,907,838.38.

State the amount received from outstanding contracts. Included above.

State the amount received from forfeited contracts (including interest on deferred payments received by the company.) \$3,538.60.

State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1878. \$1,446,564.70.

Lands—State or Swamp-Land Grant:

State the number of acres of swamp-lands received from counties. None.

Summary.

Total amount of lands received by company.....	550,193.51 acres.
Total amount of lands sold by company	251,764.65 acres.
Total amount of lands contracted by company. Included above.	
Cash payments from sales, contracts, forfeited contracts (including interest on deferred payments received by the company.....	\$1,446,564.70
State the value of donations of right of way and station grounds to your company. Estimated at.....	25,000.00
State the value of donations of other real estate to your company. Estimated at	15,000.00

Aug. 28	A. N. West	Passenger	Altoona	Culvert washed away, wounded	Providential
Aug. 30	Miss Kate Foley	Hand car	Marne	Disarmament of hand car, wounded	Accidental
Sept. 8	Charles Taylor	Brakeman	Booneville	Coupling cars, wounded	Carelessness
Sept. 10	Gen. Morris	Citizen	Des Moines		Accidental
Sept. 13	Geo. Looby	Laborer	Belknap		Accidental
Sept. 17	E. M. Woodin	Brakeman	Caney		Accidental
Sept. 18	Reubin Thode	Brakeman	Fairfield		Carelessness
Sept. 23	Cavan Brophy	Section boss	Davenport		Accidental
Sept. 25	Barney Dorch	Laborer	Muscatine		Carelessness
Oct. 5		Citizen	Luna City		Carelessness
Oct. 9		Brakeman	Wilton		Carelessness
Oct. 15		Brakeman	Libertyville		Carelessness
Oct. 16		Brakeman	Wilton		Carelessness
Oct. 18		Laborer	Kellogg		Accidental
Oct. 23		Laborer	Unionville		Accidental
Oct. 24		Switchman	Council Bluffs		Carelessness
Nov. 6		Passenger	Grinnell		Carelessness
Nov. 8	L. Matthews	Switchman	Council Bluffs		Accidental
Nov. 10	G. Chamberlin	Laborer	Carlisle		Carelessness
Nov. 18	J. M. Buchanan	Conductor	Neola		Accidental
Nov. 23	Albert Stafford	Citizen	Des Moines		Carelessness
Nov. 24	D. Harrigan	Brakeman	Lineville		Accidental
Nov. 29	F. J.	Laborer	Des Moines		Carelessness
Dec. 1	Jot	Conductor	P. P. Min.	Coupling cars, wounded	Accidental
Dec. 3	C. C.	Brakeman	Abita	Coupling cars, wounded	Accidental
Dec. 4	F. Baird	Switchman	Council Bluffs	Jumping on cars, wounded	Carelessness
Dec. 7	G. C. Chase	Brakeman	Belknap	Coupling cars, wounded	Accidental
Dec. 15	Wm. Dodd	Laborer	Oskaloosa	Collision of trains, wounded	Accidental
Dec. 17	John Cleary	Laborer	Unionville	Unloading	Accidental
Dec. 18	Wm. Rilev	Laborer	Homestead	Coupling	Accidental
Dec. 21	H. Graham	Conductor			Accidental
1878					
Jan. 6	R. Harrigan	Brakeman			Accidental
Jan. 11		Clerk			Accidental
Jan. 13		Passenger			Accidental
Jan. 18		Laborer			Carelessness
Jan. 20	Wm. L. Chase				Carelessness
Jan. 21	E. Hochelliff				Carelessness
Feb. 8	F. Hoffman		West Chester		Carelessness
Feb. 9	R. C. Robinson		Earlham		Carelessness
Feb. 25	Thos. Casey		Neola		Accidental
Feb. 27			Atlantic		Accidental
Mar. 1			Des Moines		Carelessness
Mar. 1			Muscatine		Accidental
April 1					Carelessness
April 4					Accidental
April 9		Yard-master	Des Moines	Coupling cars, wounded	Accidental
April 13		Section hand	Grinnell	Boarding hand car, wounded	Carelessness

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control.....	16	
misconduct or want of caution.....	0	
Employees—from causes beyond their control	3	
misconduct or want of caution.....	1	4
Others—at stations and highway crossings	1	
stealing rides	0	
trespassing, on track, etc.....	0	1
		Total killed... 21
Injured — Passengers — from causes beyond their control.....	22	
misconduct or want of caution	2	24
Employees—from causes beyond their control	29	
misconduct or want of caution	18	47
Others—at stations and highway crossings.....	2	
stealing rides.....	2	
trespassing, on track, etc.....	3	7
		Total injured 78

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Hugh Riddle, Chicago.
 Vice-President, David Dows, New York.
 Secretary and Treasurer, Francis H. Tows, New York.
 Local Treasurer, W. G. Purdy, Chicago.
 General Superintendent, A. Kimball, Davenport.
 Assistant General Superintendent, A. Manvel, Chicago.
 Division Superintendents, H. F. Royce, Des Moines; Geo. F. Walker, Trenton, Mo.
 Freight Traffic Manager, J. T. Sanford.
 Superintendent of Telegraph, A. R. Swift.
 Auditor, C. F. Jilson.
 General Passenger Agent, A. M. Smith.
 General Freight Agent, W. M. Sage.
 General Solicitor, T. F. Withrow.
 General Ticket Agent, E. St. John.

NAMES OF DIRECTORS WITH RESIDENCE.

David Dows, New York.
 Francis H. Tows, New York.
 A. G. Dulman, New York.
 Chas. R. Marvin, New York.
 Sidney Dillon, New York.
 Jay Gould, New York.
 R. P. Flower, New York.
 Benj. Brewster, New York.
 F. L. Ames, North Easton, Massachusetts.
 W. L. Scott, Erie Pennsylvania.
 Hugh Riddle, Chicago.
 H. H. Porter, Chicago.
 Ransom R. Cable, Rock Island.
 General offices at Chicago.
 Date of annual meeting of stockholders, first Wednesday in June, each year.
 Fiscal year of the company closes March 31st.

STATE OF ILLINOIS, }
County of Cook. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

HUGH RIDDLE.
W. G. PURDY.

Subscribed and sworn to before me, this 28th day of September, A. D., 1878.

[L. S.]

J. R. HAMMOND,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

CHICAGO, CLINTON, DUBUQUE & MINNESOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,158,600.00
Par value of shares	\$100	
Capital stock paid in common	All.	
Capital stock paid in preferred, and conditions of preference.....	None.	

DEBT.

Total amount of funded debt.....	None.	
Unfunded debt incurred for construction.....		280,334.53
Unfunded debt incurred in any other manner, and how?	None.	
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None.	

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not reported separately,) built by Company:

Grading and masonry.....	\$	1,813,547.69
Bridging.....		601,266.05
Superstructure, including rails.....		2,036,437.11
Land, land damages, and fences		265,352.69
Passenger and freight stations, wood and coal sheds, and water stations.....		91,275.68
Engine-houses, car-sheds, turn-tables and machine-shops.....		330,000.00
Interest paid during construction, discount, etc.....		485,771.46
Engineering, agencies, salaries, and other expenses during construction.....		120,563.75
All other items charged to construction not enumerated above..		322,124.99
Total expended for construction	\$	6,116,339.42
Average cost of construction per mile of road (not including sidings) [— miles].....		29,405.48

Cost of Equipment.

Locomotives	\$	122,000.00
Passenger, mail, and baggage cars.....		54,889.74
Freight and other cars.....		372,880.00
		<hr/>
Total for equipment.....	\$	549,769.74
Average cost of equipment per mile of road operated by company in this State.....		2,643.12
Proportion of cost of equipment for Iowa		483,966.05

Cost of Road and Equipment.

Total cost of road and equipment	\$	6,666,109.16
Average cost of same per mile		32,048.60
Proportion of same for Iowa.....		5,868,109.02

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line extension or alteration of road	None.
Branches extension or alteration of road, specifying each, Volga Valley Branch, 30 miles	\$ 280,166.91
Land	1,770.00
Passenger and freight stations, wood-sheds and water-stations...	2,100.00
Any other expenditures charged to property account, specifying same, iron bridges.....	8,456.56
<hr/>	
Total.....	\$ 292,493.47

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July, 1877		\$3,538.37	\$ 8,631.39	\$12,169.76
August, 1877		4,509.25	10,216.52	14,725.77
September, 1877		4,012.19	11,579.20	15,591.39
October, 1877		4,170.39	10,776.63	14,947.02
November, 1877		3,718.87	9,886.83	13,605.70
December, 1877		2,733.44	8,254.05	10,987.49
January, 1878		2,368.39	7,453.20	9,821.59
February, 1878		3,702.72	8,027.40	11,730.12
March, 1878		3,070.07	9,648.77	12,718.84
April, 1878		2,600.52	8,455.45	11,055.97
May, 1878		3,195.16	7,960.90	11,156.06
June, 1878		2,770.97	8,560.85	11,331.82
<hr/>				
Totals		\$40,390.34	\$109,451.19	\$149,841.53

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1877	\$ 6,183.88	\$ 7,400.23	\$ 13,584.11
August, 1877	10,022.49	7,853.42	17,875.91
September, 1877	16,558.13	10,982.31	27,540.44
October, 1877	18,933.97	14,291.02	33,224.99
November, 1877	16,005.26	16,160.12	32,165.38
December, 1877	15,321.79	12,647.63	27,969.42
January, 1878	29,684.26	13,751.72	43,435.98
February, 1878	28,806.24	17,775.50	46,581.74
March, 1878	20,213.82	13,475.88	33,689.70
April, 1878	21,502.92	14,335.28	35,838.20
May, 1878	22,107.97	14,738.65	36,846.62
June, 1878	13,707.55	9,138.38	22,845.93
Totals	\$219,048.28	\$152,550.14	\$371,598.42

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	TRAIN RENT.
July, 1877	\$1,013.00	\$ 378.46	\$ 65.00
August, 1877	1,013.00	360.98	65.00
September, 1877	1,013.00	350.88	65.00
October, 1877	1,013.00	303.91	65.00
November, 1877	1,013.00	245.90	65.00
December, 1877	1,013.00	252.42	65.00
January, 1878	1,013.00	199.58	65.00
February, 1878	1,013.00	186.96	65.00
March, 1878	1,235.00	241.88	65.00
April, 1878	1,235.00	265.44	65.00
May, 1878	1,235.00	269.38	65.00
June, 1878	1,235.00	275.22	65.00
Totals	\$13,044.00	\$3,331.01	\$780.00

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 109,451.19
Receipts from through passengers.....	40,390.34
Receipts for express.....	3,331.01
Receipts for mails.....	13,044.00
<i>Total receipts from passenger trains.....</i>	<i>\$ 166,216.00</i>
Receipts from local freight.....	152,550.14
Receipts from through freight.....	219,048.28
<i>Total receipts from freight trains.....</i>	<i>\$ 371,598.42</i>
Receipts from miscellaneous sources.....	780.00
<i>Total earnings.....</i>	<i>\$ 538,594.96</i>
Proportion for Iowa.....	\$500,893.31
Earnings per mile of road operated (223 miles).....	2,415.22

Have you made any advance or reduction in freight since the enactment of Chapter 77, of the Laws of the Seventeenth General Assembly—if so, what percentage? No change.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	}	\$ 78,987.69
Repairs of track—supplies (exclusive of new rails).....		
Repairs of bridges—labor and supplies.....		9,358.58
Repairs of fences—labor and supplies.....		913.68
Repairs of buildings,—stations and water-tanks, etc.....		1,677.25
Repairs of telegraph.....		726.56
All other expenditures chargeable to this account.....		
Total.....		\$91,663.76

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	\$18,328.54
Repairs of cars.....	24,448.43
Total.....	\$42,776.97

Class 3.—Conducting Transportation.

Fuel.....	\$ 27,475.45
Oil, waste and lights.....	2,491.69
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	65,354.30
Miscellaneous train and station supplies and expenses.....	555.72
Water supply.....	2,050.71
Telegraph operation.....	6,692.61
Loss and damage of goods.....	224.75
Injuries to persons; damage for stock killed, and damages to property, including damages by fire.....	3,699.66
All other expenses chargeable to this account, use of track, etc.....	7,964.54
Total	\$ 116,509.43

Class 4—General Expenses.

Salaries of the general officers of the company.....	\$ 6,300.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	12,445.14
Insurance.....	1,847.33
Taxes in Iowa.....	4,251.43
Taxes in other states.....	459.76
Advertising, printing and stationery.....	1,303.77
Total	\$ 26,697.43

Recapitulation of Expenses.

Total expenses of operating the road (embraced in class 1, 2, 3, and 4,)	\$277,647.59
Proportion for Iowa.....	\$246,521.34
Per mile of road operated	1,245.05
Percentage of expenses to earnings.....	51.55

GENERAL RECAPITULATION.

Total earnings	\$ 538,594.96
Total operating expenses.....	277,647.59
Net earnings—earnings above operating expenses.....	260,947.37

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 292,493.47
Amount paid during the year for permanent improvements, and charged to operating expenses.....	
Floating debt liquidated during the year.....	144,596.98

The Chicago, Clinton, Dubuque & Minnesota R. R. Co. was formed by consolidation of the Clinton & Dubuque R. R. Co. and the Dubuque & Minnesota R. R. Co., which had acquired possession of the Chicago, Clinton & Dubuque and Chicago, Dubuque & Minnesota Railroads, by foreclosure of the mortgage bonds.

The bonds have been retired and stock issued in the consolidated company in their place, as previously shown.

The balance sheet shows operations since March 1, 1878, the date of consolidation, and accounts transferred to the books of the consolidated company at that date.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Station agents.....	\$ 4,748.52
Material in store.....	7,309.34
Operating.....	121,775.32
U. S. Mails.....	3,904.53
Permanent improvement.....	12,206.49
Right-of-way.....	1,735.78
Old indebtedness.....	3,736.65
J. N. Denison, Treas.....	39,393.61
Constructing V. V. Branch.....	280,166.91
C. B. & Q. R. R. Co.....	364.61
W. & M. R. R. Co.....	4.09
Real estate.....	1,676.40
H. & W. D. H. R'y Co.....	5.44
C. & N. W. R'y Co.—general account.....	11.75
Interest account.....	4,646.52
Salt account.....	20.00
C. M. Carter, A. Tr.....	720.81
Total.....	\$ 482,426.77

CR.

Foreign ticket account.....	\$ 4,778.74
Wis. Valley R. R. Co.....	26.52
Tie account.....	258.34
Approved vouchers.....	20,552.53
Dubuque & Minn. R. R. Co.....	14,456.24
Unpaid rolls.....	731.71
Notes payable.....	280,334.53
Clinton & Dubuque R. R. Co.....	931.96
Western Union R. R. Co.....	7.58
Income account.....	160,348.62
Total.....	\$ 482,426.77

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :
From Dubuque to McGregor, Nov. 22, 1871.
From McGregor to Harper s Ferry, March 3, 1872.
From Harper's Ferry to La Crescent, Oct. 6, 1872.
From Dubuque to Clinton, Oct. 22, 1872.
Length of main line of road completed, from Clinton to La Crescent,
miles..... 164.5
Length of main line of road completed in Iowa..... 139.6
Length of main line of road completed in Minnesota..... 24.9
Branches owned by company, viz:
Volga Valley Branch, Turkey River Junc. to Wadena, length..... 43.6
Total length of road belonging to this company..... 208.1
Aggregate length of sidings and other tracks not above enumerated... 17.6
Same in Iowa..... 15.94
Aggregate length of tracks belonging to this company computed as
single track, miles..... 225.7
Same in Iowa, miles..... 199.14
Gauge of track.....4 ft. 8½ in.
Total length of tracks belonging to this company laid with iron rails.
[Weights per yard, 50 and 56 lbs.] All.

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract, Trackage Arrangement.

Name, Description and length of each,	
Illinois Central Railroad, length*.....	.64
Sabula, Ackley & Dakota, Railroad.....	5.36
Iowa Midland Railway.....	7.50
Total length of above roads.....	13 50
Total miles of road operated by this company.....	221.60
Total miles of road operated by this company, in Iowa.....	196.50

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 34 ; aggregate length, feet.....	4,367
Stone bridges, number of, 245 ; aggregate length, feet.....	3,748
Stram Beam, number of, 28 , aggregate length, feet.....	1,444
Wooden trestles, number of, 327 ; aggregate length, feet.....	32,887.
Culverts and drains, number of, size over 2½x3 feet, 49.	

BRIDGES BUILT WITHIN THE YEAR—REBUILT.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Maquoketa River.....	Howe Truss..	Combination.	169½	February, 1878.
Village Creek, Allamakee County	Howe Truss...	Combination.	142½	June, 1878.

* Length in all cases given in miles and decimals.

Crossings.

What railroads cross your road at grade in this state, and at what locality?
Chicago, Milwaukee & St. Paul, at North McGregor.

Chicago, Milwaukee & St. Paul, at McGregor.

What railroads cross your road either over or under your grade in this state?
None.

Number of crossings of highways at grade in this state without protection 76

Number of crossings of highways at grade in this state at which there are gates or flagmen None.

Number of crossings of highways over railroad 1

Number of crossings of highways under railroad 1

Number of highway bridges 18 feet above track 2

Number of highway bridges less than 18 feet above track None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Trains stop 400 feet distant from crossing. Conductor and engineman must know track is clear. Yes.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One blast of the steam whistle and ringing of engine bell, one quarter mile distant from crossing, until crossing is passed. Yes.

Stations.

Number of stations 27

Same in Iowa 25

Employes.

Average number of persons regularly employed on all roads operated by company, including officials 485

Same in Iowa 475

Fencing.

How many miles of fencing have you on your road in Iowa? About 70 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender 4

Number of locomotives of more than 20 tons weight, exclusive of tender 8

Number of passenger cars—8-wheel 9

Number of express and baggage cars 4

Number of box freight cars 196

Number of stock cars and combination 144

Number of platform cars 58

Number of coal cars 20

Number of conductors' way cars 4

Other cars as follows: Pile driver cars 2

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains— 570

570. Give the weight of engines generally used 33

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight— give the weight of engine generally used. Passenger engine 28 tons; cars 22

Number of locomotives equipped with train-brake 5

Number of passenger cars equipped with train-brake 9

What kind of train-brake is in use on your road? Westinghouse air brake.

Number of passenger cars with Miller platform and buffer 9

TELEGRAPHS.

Miles of telegraph on line operated by company.....	228.6
Number of telegraph offices in company's stations.....	31
Number of telegraph stations operated jointly by rail and telegraph companies	31

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	157,754
Miles run by freight trains.....	133,338
Miles run by mixed trains.....	22,500
Total mileage of passenger, freight and mixed trains.....	313,592
Miles run by construction and other trains.....	58,725
Total train miles run.....	372,317
Number of through passengers.....	14,940
Number of local passengers.....	72,632
Total number of passengers carried.....	87,572
Total passenger mileage, or passengers carried one mile.....	3,963,073
Average amount received from each passenger.....	1.71 1-10
Average distance traveled by each passenger—miles.....	44.38
Number of tons of through freight carried.....	99,621
Total mileage of through freight.....	6,010,194
Number of tons of local freight carried.....	136,232
Total mileage of local freight.....	8,567,155
Total tons of freight carried	235,853
Total freight mileage, or tons carried one mile.....	14,577,349
Highest rate of fare per mile for any distance.....	.04
Lowest rate of fare per mile for any distance—single fare.....	.02½
Average rate of fare per mile received for through passengers...	.03 54-100
Average rate of fare per mile received for local passengers.....	.03 87-100
Average rate of fare per mile for all passengers.....	.03 78-100
Average rate received per mile per ton for through freight.....	.03 47-100
Average rate received per mile per ton for local freight .....	.01 78-100
Average rate received per mile per ton for all freight carried....	.02 54-100
Rate of speed of passenger and express trains, including stops, miles per hour	18
Rate of speed of freight trains, including stops, miles per hour..	8

Tonnage of Articles Transported.

Grain	29,202
Flour.....	4,067
Provisions—beef, pork, lard, etc.....	1,689
Animals.....	5,265
Other agricultural products.....	3,228
Lumber and forest products	43,710
Coal.....	12,160
Salt	7,984
Petroleum—coal oil	316
Merchandise and other articles not enumerated above.....	128,234
Total tons carried.....	235,853

ADDITIONAL QUESTIONS.

What express companies run on your road? American Express Co.
What freight and transportation companies run on your road? None.

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman Palace Car Co.'s sleeping-cars run between McGregor and Clinton in connection with the C. & N. W. Ry. for Chicago. One-half cent per mile additional fare charged by owners of car.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$60 per mile per year.

ACCIDENTS TO PERSONS IN IOWA.

September 27, 1877—Philip Stempfer, a boy 15 years of age, was run over and killed by a freight train two and one-half miles south of Dubuque. He was lying in the middle of the track on a sharp curve, where he could not be seen soon enough to stop the train (which was running at a slow rate of speed) in time to prevent the accident. Appearances indicated that the boy had been foully dealt with, and placed in the middle of the track to cover up the deed. Verdict of the coroner's jury exonerated the company from all blame.

November 27, 1877—An unknown man, said to have been a tramp, attempted to get upon a moving freight train that was just leaving Turkey River station. He fell between the cars, and was killed. As he had bought no ticket it is supposed he intended to steal a ride. Coroner's jury attached no blame to the company, or its employes.

December 21, 1877—A young man named Smith attempted to get upon a freight train, running at the usual rate of speed, one mile north of Lansing. He fell, and the wheels passed over his legs, crushing them. He died from the effects of the injury.

March 14, 1878—Frank Sheridan, an employe of the road, in the capacity of freight train brakeman, while coupling cars at Lansing had the middle finger of his right hand crushed, rendering amputation of a part of the same necessary. This accident was the result of carelessness on his part in not observing the rules of the company in regard to coupling cars.

April 18, 1878—William Brick, aged 10 years, at Dubuque got upon the foot-board in front of the switch engine without the knowledge of the engineer, and in some way fell off while the engine was in motion. His right arm was run over and so badly crushed as to render amputation above the elbow necessary. No blame could be attached to the company or its employes.

RECAPITULATION OF ACCIDENTS.

Killed—Stealing rides.....	2	
Trespassing on track, etc.....	1—3	Total killed, 3
Injured—Employes—misconduct or want of caution ...	1	
Others—stealing rides.....	1—2	Total injured,

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Hon. James F. Joy.
 Vice-President, Alpheus Hardy.
 Secretary, J. N. Denison.
 Treasurer, J. N. Denison.
 General Superintendent, F. O. Wyatt, Dubuque, Iowa.
 Assistant Superintendent, S. A. Wolcott, Dubuque, Iowa.
 Superintendent of Telegraph, E. P. Lyman, Dubuque, Iowa.
 Auditor, F. O. Wyatt, Dubuque, Iowa.
 General Passenger and Freight Agent, Joseph Chapman, Dubuque, Iowa.
 Attorneys, General and Local, Griffith & Knight, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Nath. Thayer, Boston, Massachusetts.
 Sidney Bartlett, Boston, Massachusetts.
 John A. Burnham, Boston, Massachusetts.
 H. H. Hunnewell, Boston, Massachusetts.
 John N. Denison, Boston, Massachusetts.
 Alpheus Hardy, Boston, Massachusetts.
 F. Bartlett, Boston, Massachusetts.
 James F. Joy, Detroit, Michigan.
 J. W. Brooks, Boston, Massachusetts.

General offices at Dubuque, Iowa.
 Date of annual meeting of stockholders, last Friday in February.
 Fiscal year of the company, March 1st to March 1st.

STATE OF IOWA, }
 County of Dubuque. }

I, F. O. Wyatt, General Superintendent, of the Chicago, Clinton, Dubuque & Minnesota Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. OF R. R.]

F. O. WYATT,
General Superintendent.

Subscribed and sworn to before me, this 27th day of September, A. D., 1878.

[L. S.]

E. P. LYMAN,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

DAVENPORT & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 3,520,000.00
Par value of shares.....	\$ 100.00
Average price received per share, not marketable.....	
Number of stockholders at date of last election.....	29
Number of stockholders in Iowa at same date.....	19
Amount of full-paid stock held in Iowa.....	\$ 4,600.00
Capital stock authorized by vote of company, number of shares.....	35,200
Capital stock issued [number of shares 34,200] amount paid in...	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	\$ 587,691.66
Estimated value of rolling stock.....	73,310.00
Estimated value of stations, buildings, and fixtures.....	35,825.00
Total.....	\$ 696,826.66

DEBT.

Funded debt, as follows:	
First mortgage bonds (due December 1, 1906, bear interest at 5 per cent., which is payable December 1 and June 1,) amount.....	\$ 1,710,000.00
Unfunded debt incurred for construction.....	147,725.58
Unfunded debt incurred for equipment.....	5,960.00
Unfunded debt incurred for real estate (right-of way).....	43,141.08
Total.....	\$ 196,826.66
Other debts—current credit balances, etc—(see <i>General Balance Sheet</i> .)	

COST OF ROAD AND EQUIPMENT.

The road, equipment, depot grounds, buildings, and appurtenances were purchased at Master's sale for \$500,000.00. An indebtedness of \$196,826.66 was incurred in extending the road into the city of Davenport. The general manager is unable to furnish the details asked for.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 366.14	\$ 5,798.95	\$ 6,165.09
August,	1877	618.76	5,292.72	5,911.48
September,	1877	556.08	6,159.63	6,715.71
October,	1877	540.55	5,954.85	6,495.40
November,	1877	387.78	4,932.41	5,320.19
December,	1877	473.33	6,048.17	6,521.50
January,	1878	444.98	5,168.88	5,613.86
February,	1878	556.84	4,985.08	5,541.92
March,	1878	562.44	5,768.31	6,330.75
April,	1878	455.78	4,250.34	4,706.12
May,	1878	527.17	4,245.60	4,772.77
June,	1878	478.4	4,573.54	5,052.02
Totals .	.....	\$ 5,968.33	\$ 63,178.48	\$ 69,146.81

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 2,189.01	\$ 4,919.18	\$ 7,098.19
August,	1877	3,792.34	5,060.63	8,852.97
September,	1877	5,234.53	6,910.62	12,145.45
October,	1877	5,344.11	8,508.51	13,852.62
November,	1877	4,899.99	7,655.71	12,555.70
December,	1877	7,010.36	6,103.68	13,114.04
January,	1878	10,159.00	5,931.62	16,090.62
February,	1878	7,410.19	4,866.87	12,277.06
March,	1878	5,998.90	7,585.32	13,584.22
April,	1878	4,813.58	5,607.53	10,421.11
May,	1878	7,462.49	6,174.50	13,636.99
June,	1878	5,414.19	4,229.61	9,643.80
Totals.....	.....	\$ 69,728.69	\$ 73,544.08	\$143,272.77

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July, 1877.....		\$ 625.53	\$ 252.48	\$ 1.70
August, 1877.....		625.53	290.25	7.00
September, 1877.....		625.53	254.17	5.00
October, 1877.....		625.53	237.57	6.15
November, 1877.....		625.53	211.35	5.00
December, 1877.....		625.53	227.35	24.80
January, 1878.....		625.53	212.63	.....
February, 1878.....		625.53	182.03	3.60
March, 1878.....		625.53	195.55	.....
April, 1878.....		625.53	193.82	10.73
May, 1878.....		625.53	193.80	.....
June, 1878.....		625.53	171.52	15.00
Totals		\$ 7,506.44	\$ 2,622.47	\$ 78.98

Recapitulation of Earnings.

Receipts from local passengers.....	\$ 63,178.48
Receipts from through passengers.....	5,968.33
Receipts for express.....	2,622.47
Receipts for mails.....	7,506.44
Total receipts from passenger trains.....	\$ 79,275.72
Receipts from local freight	73,544.08
Receipts from through freight.....	69,728.69
Total receipts from freight trains.....	\$ 143,272.77
Receipts from miscellaneous sources.....	78 98
Total earnings.....	\$ 222,627.47

Ordinary Expenses.

Advertising.....	\$ 81.65
Agencies—foreign, passenger.....	.....
Agencies—foreign, freight.....	.....
Maintenance of buildings.....	1,441.81
Maintenance of bridges.....	13,476.71
Maintenance of fences.....	115.14
Maintenance of telegraph.....	98.89
Maintenance of cars.....	13,993.68
Maintenance of motive power.....	15,601.41
Maintenance of road.....	47,073.45
Fuel and water station, expense and repairs	2,974.76
Engine houses, M. S. and T. T. Ex. and Rep.....	193.71
Station service.....	15,112.85
Train service.....	774.20
Telegraph service.....	1,342.99
Mail service.....	.....
Car rental.....	212.50
Track rent.....	2,250.40
Conductors, B. M., and brakemen.....	9,417.39
Engineers and firemen.....	12,845.21
Fuel consumed.....	16,017.88

Stock killed.....	\$ 1,548.05
Damage to persons and baggage.....	9.61
Loss and damage—freight.....	70.18
Legal expenses.....	1,858.75
General expenses.....	12,927.80
Printing and stationery.....	1,348.88
Freight earnings.....	
Passenger earnings.....	
Tools and machinery.....	1,458.08
Furniture and fixtures.....	
Taxes for 1876	11,770.85
Miscellaneous—insurance.....	413.69
Total operating expenses.....	\$ 184,430.52

Extraordinary Expenses.

Side tracks.....	194.68
Buildings and turn tables.....	818.34
Fencing and stock yards.....	2,221.37
Tools, machinery and fixtures.....	276.05
Right-of-way.....	670.82
Legal expenses.....	3,261.89
Extension account.....	1,345.68
Taxes for 1877.....	11,669.53
Total.....	\$ 20,458.36

GENERAL RECAPITULATION.

Total earnings.....	\$ 222,627.47
Total receipts during the year, ordinary.....	\$184,430.52
Total operating expenses, extraordinary.....	20,458.37
Net earnings—earnings above operating expenses.....	\$ 17,738.58

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

General property account.....	\$ 5,130,000.00
Extension account.....	196,826.66
August Rutten, Treasurer:	
Remitted him on account of tax and subscription..	\$40,521.08
Extension account, right-of-way.....	3,966.67
Extraordinary expenses, legal.....	871.22
Operating expenses till June 30, 1878, 6 months.....	94,166.79
Extraordinary expenses till June 30, 1878, 6 mos..	15,163.08
August Rutten, Treasurer, in account of taxes.....	5,000.00
Stock of material on hand.....	13,511.80
Due from United States Post-office department.....	\$ 1,965.11
Due from agents.....	17,477.08
Due from other railroads.....	1,439.21
Cash on hand.....	17,501.10
Total.....	\$ 5,521,409.80

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

CR.

First mortgage bonds.....	\$1,710,000.00	
Capital stock	3,420,000.00	\$ 5,130,000.00
Bills payable.....		196,826.66
City tax and individual subscriptions.*		
Collected from County Treasurer and on sub-		
scription	\$ 40,521.08	
Collected from Judge Grant and on subscription	4,837.89	45,358.97
Freight earnings till June 30, 1878, 6 months.....	\$ 75,653.80	
Passenger earnings till June 30, 1878, 6 months.....	32,017.44	
Express earnings till June 30, 1878, 6 months.....	1,149.35	
Mail earnings till June 30, 1878, 6 months.....	3,753.22	
Miscellaneous earnings till June 30, 1878, 6 months.	82.23	112,656.04
Due to other railroads.....		988.21
Unpaid vouchers and pay-rolls		24,485.21
Income account.....		11,094.71
Total.....		\$ 5,521,409.80

DESCRIPTION OF ROAD.

†Length of main line of road completed, from Davenport to Fayette	128.40
Branches owned by company, viz:	
Eldridge to Maquoketa, length.....	32.25
Total length of road belonging to this company.....	160.65
Aggregate length of sidings and other tracks not above enumerated	8.55
Gauge of track.....	4 feet 8½ in.
Total length of tracks belonging to this company laid with iron rails [weights per yard, 56 lbs.]	
Roads belonging to other companies, operated by this company, under lease or contract.....	None.
Wooden bridges, number of, 401 ; aggregate length, feet.....	25,642
Stone culverts, number of, 5 ; aggregate length, feet	
Culverts, box, number of, 216; aggregate length, feet.....	

BRIDGES BUILT WITHIN THE YEAR.

Built in Place of Old Bridges.

NUMBER.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Sixty-nine.....	Trestle.....	Wood	6,224 feet.....	.....

*To aid in bringing the road into the city of Davenport.
†Length in all cases given in miles and decimals.

Crossings, Etc.

What roads cross your road at grade in this State, and at what locality?

Chicago & Northwestern Railroad, at Wheatland.

Chicago & Northwestern Railroad, at De Witt.

Chicago & Northwestern Railroad, at Delmar.

Western Union Railroad, at Oxford Junction.

Western Union Railroad, at Delmar Junction.

Western Union Railroad, near Monticello.

What roads cross your road either over or under your grade in this State, and where?

Chicago & Northwestern Railroad, at Centre Junction.

Illinois Central Railroad, at Delaware.

Chicago, Rock Island & Pacific Railroad, at Davenport.

Number of crossings of highways at grade in this State without protection .. 173

Number of crossings of highways at grade in this State at which there are gates or flagmen.....

Number of crossings of highways over railroad..... 4

Number of crossings of highways under railroad..... 9

Number of highway bridges 18 feet above track 4

Number of stations..... 29

How many miles of fencing have you on your road in Iowa?..... 53 ²⁴⁷⁸₅₁₂₀

How many miles of fencing have you built during the year?..... 9 ²⁴⁰⁵₅₁₂₀

What was the average cost per rod?..... \$0.49

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

65.00 miles in Scott county.

54.95 miles in Clinton county.

2.25 miles in Jackson county.

.94 miles in Cedar county.

39.49 miles in Jones county.

54.74 miles in Delaware county.

23.58 miles in Clayton county.

26.75 miles in Fayette county.

Aggregate amount, 267 70-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... 5

Number of locomotives of more than 20 tons weight, and under 30 tons. 3

Number of passenger—8-wheel..... 7

Number of express and baggage cars 3

Number of box and freight cars..... 49

Number of stock cars..... 10

Number of platform cars..... 26

Number of coal cars..... 15

Number of conductors' way cars 2

Other cars as follows:

Number of smoking cars 2

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 35 tons.

TELEGRAPHS.

Miles of telegraph on line operated by company..... 128.40

Miles of telegraph owned by company..... None.

Number of telegraph offices in company's stations..... 18

Number of telegraph stations operated by company..... 18

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year	80,128
Miles run by freight trains.....	80,128
Miles run by mixed trains	27,231
Total mileage of passenger, freight and mixed trains.....	187,487
Number of through passengers.....	4,258
Number of local passengers.....	77,324
Total number of passengers carried	81,582
Number of tons of through freight carried.....	30,834
Number of tons of local freight carried.....	36,209
Total mileage of local freight	77,043
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare), (1,000 mile tickets).....	3 cents.
Average number of cars in passenger trains, including baggage-cars..	2

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? United States Express Company. They receive and deliver their own freight.

What freight and transportation companies run on your road? None.

Do sleeping, parlor, or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$5,639.44 per annum from Davenport to Fayette. \$1,827.99 per annum from Davenport to Maquoketa.

Lands—Congressional Swamp Land Grants.—None.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. \$34,451.14 received from the treasurer of Scott county, on account of nine mill tax voted by the city of Davenport, to aid in extending the road into the city of Davenport. Bonds and stock were given for said amount.

ACCIDENTS TO PERSONS IN IOWA.

No accident during the year, and no injury done to either passenger or employe.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Lewis H. Meyer, New York.
 Vice-President, James C. Spencer, Milwaukee, Wisconsin.
 Secretary, J. Smith Conner, Davenport, Iowa.
 Treasurer, August Rutten, New York.
 General Manager, John E. Henry, Davenport, Iowa.
 Superintendent of Telegraph, M. M. Knapp, Davenport, Iowa.
 Auditor, J. Smith Conner, Davenport, Iowa.
 General Passenger Agent, and General Freight Agent, John L. Kellogg,
 Davenport, Iowa.
 Attorneys, General and local, James Grant, Davenport, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Lewis H. Meyer, New York city.
 August Rutten, New York city.
 William B. Bonn, New York city.
 Arnold Marcus, New York city.
 Elias L. Frank, New York city.
 Edward Livingston, New York city.
 James C. Spencer, Milwaukee, Wisconsin.
 James Grant, Davenport, Iowa.
 John E. Henry, Davenport, Iowa.

General offices at Davenport, Iowa.
 Date of annual meeting of stockholders, first Monday of May.
 Fiscal year of company, December 31st.

STATE OF IOWA, }
 County of Scott. }

John E. Henry, General Manager, and J. S. Conner, Auditor, of the Davenport & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

JOHN E. HENRY, *General Manager.*
 J. S. CONNER, *Auditor.*

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

[L. S.]

C. WHITAKER,
Notary Public, Scott county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 7th
 day of September, 1878.

REPORT

OF THE

DES MOINES & FORT DODGE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,000,000.00
Par value of shares.....	\$ 100.00
Average price received.....	
Capital stock authorized by vote of company, number of shares.....	40,000
Capital stock issued, number of shares, 40,000, amount paid in	
Capital stock paid in common.....	3,000,000.00
Capital stock paid in preferred, and conditions of preferment	1,000,000.00
Capital stock, total amount realized in property.....	\$ 4,000,000.00

DEBT.

Funded debt, as follows:

1st mortgage bonds (due A. D., 1905, bear interest at 6 per cent., which is payable semi-annually) amount	1,089,000.00
Income on other mortgage bonds (due A. D., 1905, bear interest at — per cent., which is payable —) amount	1,089,000.00
Total amount of funded debt.....	2,178,000.00
Amount received from the same in property	\$ 2,178,000.00
Total debt liabilities.....	2,178,000.00
Amount of debt liabilities per mile of road, 87.2 miles.....	24,977.00

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment (approximate).....	\$2,400,000
---	-------------

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? We are replacing with steel as iron wears out, and ballasting the track in wet places, and these repairs are charged to repair account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1877.....		\$4,643.58	\$4,610.20
August, 1877.....		4,965.90	7,952.20
September, 1877.....		5,060.22	9,784.57
October, 1877.....		5,958.94	8,715.79
November, 1877.....		4,405.92	7,169.65
December, 1877.....		4,469.54	7,672.61
January, 1878.....		4,509.20	12,258.82
February, 1878.....		4,611.48	14,243.39
March, 1878.....		4,062.43	9,464.84
April, 1878.....		5,175.38	13,455.87
May, 1878.....		4,112.82	11,402.21
June, 1878.....		4,220.79	8,884.66
Totals.....		\$56,196.20	\$115,604.81

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	TRACK- AGE & RENT.	MISCELLA- NEOUS.
July, 1877.....		\$353.93	\$212.00	\$383.33	.....
August, 1877.....		353.93	324.00	383.33	.....
September, 1877.....		353.93	300.00	383.33	.....
October, 1877.....		353.93	324.00	383.33	.....
November, 1877.....		353.93	312.00	383.33	.....
December, 1877.....		353.97	312.00	383.37	\$243.88
January, 1878.....		353.93	324.00	383.33	.....
February, 1878.....		353.93	288.00	19.00	.....
March, 1878.....		353.93	312.00	15.00	.....
April, 1878.....		353.93	312.00	15.00	.....
May, 1878.....		353.93	324.00	18.00	.....
June, 1878.....		353.93	300.00	16.00	.....
Totals.....		\$4,247.20	\$3,744.00	\$2,766.35	\$243.88

RETURNS OF COMPANIES.

245

Recapitulation of Earnings.

Receipts from passengers	\$ 256,196.20
Receipts for express.....	3,744.00
Receipts for mails.....	4,247.20
	<hr/>
Total receipts from passenger trains.....	\$64,187.40
Receipts from passenger trains, per train mile run (545.22 miles), \$1.17 72-100.	
Total receipts from freight trains	115,614.81
Receipts from freight trains, per train mile run (571.42 miles), \$2.02 52-100.	
Receipts from miscellaneous sources	3,010.23
Total earnings.....	182,812.44
Earnings per mile of road operated (872 miles), \$2,096.47.	
Per train mile, for passenger, freight and mixed trains (111,664 miles), \$1.61 02-100.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

(Class 1—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 26,693.19
Repairs of track—supplies (exclusive of new rails).....	16,122.66
Repairs of bridges—labor and supplies.....	5,316.15
Repairs of fences—labor and supplies.....	663.50
Repairs of buildings—stations and water-tanks, etc.....	463.96
Repairs of telegraph.....	128.39
New rails, deducting old rails sold.....	2,218.04
All other expenditures chargeable to this account.....	160.18
	<hr/>
Total.....	\$ 51,766.07

Class 2—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies.....	9,575.89
Repairs of cars—labor and supplies	8,121.08
Repairs of machinery and tools—labor and supplies.....	785.74
All other expenditures chargeable to this account.....	53.66
	<hr/>
Total.....	18,536.37

Class 3.—Conducting Transportation.

Fuel.....	8,956.53
Oil, waste and lights.....	1,616.35
Wages of employes—conductors, enginemen, brakemen, station- men, (all grades) and clerks.....	26,032.68
Miscellaneous train and station supplies.....	714.53
Water supply.....	236.92
Telegraph operation.....	.....
Loss and damage of goods.....	80.44
Injuries to persons.....	766.55
Damage for stock killed.....	829.00
Damages to property, including damages by fire.....	50.72
Legal expenses.....	905.68
All other expenses chargeable to this account.....	270.00
	<hr/>
Total.....	\$ 40,459.40

Class 4.—General Expenses.

Salaries of the general officers of the company	\$	8,000.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....		1,801.88
Insurance.....		589.58
Taxes in Iowa.....		8,000.23
Advertising.....		145.25
Printing and stationery... ..		952.86
All other expenses chargeable to this account.....		84.19
Total.....	\$	19,573.99

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$	130,335.83
Proportion for Iowa.....	\$130,335.83	
Per mile of road operated.....	1,493.53	
Per train mile for passenger, freight and mixed trains [miles].....	1.16.72	

GENERAL RECAPITULATION.

Total earnings.....	\$	182,812.44
Total operating expenses.....		130,335.83
Net earnings—earnings above operating expenses.....	\$	52,476.61

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	65,520.00
Total interest liability for the year.....	\$	65,520.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Des Moines to Callender, 1869.	
From Callender to Fort Dodge, 1870.	
* Length of main line of road completed, from Des Moines to Fort Dodge.....	87.2
Aggregate length of sidings and other tracks not above enumer- ated.....	5.6
Aggregate length of tracks belonging to this company computed as single track.....	92.8
Gauge of track.....	4 feet 8½ inches.
Total length of tracks belonging to this company laid with steel rails, weights per yard, 60 pounds.....	2.5
* Total length of tracks belonging to this company laid with iron rails, weights per yard, 50 pounds.....	90.3

* Length in all cases given in miles and decimals.

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Total miles of road operated by this company	872
Wooden bridges, on whole line, number of, 6; aggregate length, feet ...	780
Wooden trestles, number of, 49; aggregate length, feet.....	3,428
Culverts, number of, 155; aggregate length, feet.....	383

What railroads cross your road at grade in this State, and at what locality?

Des Moines & Indianola Railroad, at Des Moines.

Chicago, Rock Island & Pacific Railroad, at Valley Junction.

Chicago & Northwestern Railroad, at Grand Junction.

Illinois Central Railroad, at Fort Dodge.

Number of crossings of highways at grade in this State without protection.....	66
--	----

Number of crossings of highways under railroad.....	3
---	---

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains must come to full stop two hundred feet from crossing.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistle is sounded and bell rung.

Number of stations.....	13
-------------------------	----

Number of persons regularly employed on all roads operated by company, including officials	136
--	-----

How many miles of fencing have you on your road in Iowa?.....	4.4
---	-----

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

10.16 miles in Polk county.

53.96 miles in Dallas county.

6.00 miles in Boone county.

46.80 miles in Greene county.

50.00 miles in Webster county.

Aggregate amount, 166.92 miles.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender..	8
Number of locomotives of more than 10 tons weight, exclusive of tender..	1
Number of passenger cars—12-wheel	1
Number of passenger cars—8-wheel	5
Number of express and baggage cars	2
Number of box freight cars	73
Number of stock cars.....	18
Number of platform cars.....	24
Number of coal cars	38
Number of conductors' way cars.....	3

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—160 tons. Give the weight of engines generally used. Twenty-six tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 22-ton engine—10 cars.

Number of locomotives equipped with train-brake.....	4
--	---

Number of passenger cars equipped with train brake.....	6
---	---

What kind of train-brake is in use on your road? Westinghouse and hand brake.

TELEGRAPHS.

Miles of telegraph on line operated by company .....	.....
Miles of telegraph owned by company.....	.....
Number of telegraph stations operated by company.....	15

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	54,522
Miles run by freight and mixed trains.....	57,142
Total mileage of passenger, freight and mixed trains.....	111,664
Miles run by construction and other trains.....	15,003
Total train miles run.....	238,331
Number of local passengers.....	45,646
Total number of passengers carried.....	45,646
Total passenger mileage, or passengers carried one mile.....	1,396,807
Average amount received from each passenger	\$ 1.23
Average distance traveled by each passenger—miles	30.6
Number of tons of local freight carried.....	66,945
Total mileage of local freight.	2,424,257
Total tons of freight carried.....	66,945
Total freight mileage, or tons carried one mile....	2,424,257
Highest rate of fare per mile, for any distance.....	4.33
Lowest rate of fare per mile, for any distance (single fare).....	3.09
Average rate of fare per mile, for local passengers.....	4.00
Average rate of fare per mile for all passengers	4.01
Average rate received per mile, per ton, for all freight carried.....	4.76
Average number of cars in passenger trains, including baggage-cars.....	2

Tonnage of Articles Transported.

	TONS.	PER CT.
Grain.....	26,267	39.24
Flour.....	231	.34
Provisions (beef, pork, lard, etc.)	24	.03
Animals.....	11,213	16.75
Other agricultural products.....	1,920	2.87
Lumber and forest products.....	8,018	11.96
Coal.....	11,167	16.88
Plaster.....	1,092	1.50
Salt.....	656	.98
Petroleum.....	240	.35
Stone and brick.....	335	.50
Manufactures—articles shipped from point of production....	820	1.24
Merchandise and other articles, not enumerated above.....	5,060	7.56
Total tons carried.....	66,954	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Co.

What freight and transportation companies run on your road? None.

Do sleeping, parlor or dining-room cars run on your road? No.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$106.80 per quarter.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants.....	22,111
State the number of acres yet to inure to your company from Congressional grants,.....	.....
State the average price at which these lands are offered for sale by the company.....	\$5 per acre.
State the average price at which these lands have been sold or contracted by the company.....	\$5 per acre.
State the number of acres sold.....	923
State the amount received from sales.....	\$ 6,500
State the amount received from outstanding contracts.....	2,356
State the gross amount received from sales, contracts, forfeited contracts, &c, up to June 30, 1878.....	8,856

Lands—State or Swamp Land Grant.

State the number of acres of swamp lands received from counties.....	.....
State the number of acres yet to inure to your company from swamp lands granted to the counties.....	6,800
State the average price at which these lands are offered for sale by the company.....	None offer'd
State the average price at which these lands have been sold or contracted by the company.....	None sold.

ACCIDENTS TO PERSONS IN IOWA.

July 16th, 1877—John Jounst, an old and demented man, was killed in East Des Moines yard; was dead when found. It was supposed that he was leaning against a car on the side track, when other cars attached to switch engine was backed against the car he was leaning against, and he was knocked down and run over. No one at fault except the person killed.

September 5th, 1877—An old lady, name unknown; was struck by engine attached to train, she was walking on the track three miles west of Des Moines when killed. Sufficient warning was given her to get off the track and out of the way, but she did not seem to heed; also, all possible effort was made to stop the train, when it was discovered that she was an old lady and not seeming to notice the efforts made to arrest her attention. Company not to blame.

September 8th, 1877—John Scanlon, brakeman, in the employ of the company; had his right hand severely injured while coupling cars at Perry. He seemed to be getting along as well as could be under the circumstances, when he took cold in the injured hand, which resulted in death from lock jaw. As he was well enough to walk around the exposure was needless, and the company not to blame for the result of the injury.

January 9th, 1878—Jas. Mackey, who claimed to be an expert; was employed temporarily as brakeman, and while in the act of coupling cars at Rippey station, had his thumb and forefinger of the right hand injured. Company not to blame.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Chas. E. Whitehead, New York.
 Vice-President, Chas. Dana, New York.
 Secretary, Frank Saunders, New York.
 Assistant Treasurer, Geo. W. Ogilvie, Des Moines.
 General Superintendent, Chas. N. Gilmore.
 Chief Engineer, Jos. Carss.
 Superintendent of Telegraph, J. T. Hoke.
 Auditor, General Passenger and Freight Agent, Geo. W. Ogilvie.
 Attorneys, General and Local, C. C. Nourse.

NAMES OF DIRECTORS WITH RESIDENCE.

Chas E. Whitehead, New York.
 Geo. Bliss, New York.
 Chas. Dana, New York.
 John L. Ludlum, New York.
 Wm. R. Sands, New York.
 C. C. Nourse, Des Moines.
 Geo. B. Smyth, Keokuk.

General offices at Des Moines, Iowa.
 Date of annual meeting of stockholders, first Thursday in June.
 Fiscal year of the company, January 1st.

STATE OF IOWA,)
 County of Polk. }

I, C. N. Gilmore, Superintendent of the Des Moines & Fort Dodge Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. R.]

C. N. GILMORE.

Subscribed and sworn to before me, this 12th day of September, A. D., 1878.

[L. S.]

J. A. JACKSON,
 Notary Public, Polk County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

DUBUQUE SOUTHWESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 2,000,000.00
Par value of shares	\$ 100.00
Average price received per share.....	100.00
Number of stockholders at date of last election.....	96
Number of stockholders in Iowa at same date.....	49
Amount of full-paid stock held in Iowa.....	\$ 137,400.00
Capital stock issued, number of shares 11,780, amount paid in.....	1,178,000.00
Capital stock paid in on shares not issued, number shares.....	
Capital stock paid in common.....	588,400.00
Capital stock paid in preferred, and conditions of preferment...	589,600.00
Capital to receive 6 per cent dividend before any dividend is made to hold- ers of common stock.	
Capital stock total amount paid in as per books of the company	\$ 1,178,000.00
Capital stock total amount realized in cancelation of liabilities of Dubuque Western and D. M. & W. R. R.....	\$ 1,042,100.00
Capital stock total amount realized in property, con- struction	135,900.00
Capital stock paid in per mile of road owned by company, 54.76 miles.....	21,512.00

DEBT.

Funded debt, as follows :

Preferred 1st mortgage bonds (due 1st July, 1883, bear inter- est at 7 per cent., which is payable January and July) amount.....	\$ 78,500.00
1st mortgage bonds (due 1st October, 1883, bear interest at 7 per cent., which is payable April and October) amount	450,000.00
Unpaid coupons 1st mortgage bonds funded, due April 1, 1879, with 7 per cent. interest.....	13,125.00
Unpaid coupons 1st mortgage bonds funded, due April 1, 1880, 7 per cent., interest.....	6,790.00
Total amount of funded debt.....	\$ 548,415.00

\$100,000 preferred 1st mortgage bonds were issued and \$100,000 cash received for same; \$21,500 have been retired from sinking fund.

Amount received from the same in cash.....	\$ 100,000.00	
Amount received in payment construction.....	50,000.00	
Amount received from cancelation of Dubuque, Marion & Western bonds and coupons	400,000.00	
Unfunded debt incurred		None.
Unfunded debt incurred in any manner, and how—to sinking fund.....		10,582.64
Coupons 1st mortgage bonds overdue, not funded and unpaid....		106,085.00
Total debt liabilities	\$ 665,082.64	
Amount of debt liabilities per mile of road, 54.76 miles.....	12,145.60	
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....		None.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 1,772,797.24
Average cost of same per mile.....	32,373.94

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

New mail and baggage-cars.....	\$ 1,057.49
Total.....	\$ 1,057.49

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor. The policy of the Dubuque Southwestern Railroad Company was to expend as little money as possible, at the same time keep the road in a safe operating condition.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	THROUGH FREIGHT.	LOCAL FREIGHT.	TOTAL FREIGHT.
July, 1877.....		\$ 2,650.04	\$ 3,128.09	\$ 2,496.82	\$ 5,624.91
August, 1877.....		3,034.75	2,792.92	2,707.69	5,500.61
September, 1877.....		6,014.97	2,887.85	1,701.56	4,589.41
October, 1877.....		3,497.46	2,966.84	2,037.76	5,004.60
November, 1877.....		3,055.90	2,291.93	1,505.76	3,797.69
December, 1877.....		3 334.86	1,897.50	936.87	2,834.37
January, 1878		3,206.40	2,864.26	1,167.38	4,031.64
February, 1878		3,058.38	3,223.88	1,577.50	4,801.38
March, 1878		3,563.38	3,074.72	2,202.85	5,277.58
April, 1878.....		3,060.28	2,506.95	2,489.24	4,695.69
May, 1878, $\frac{2}{3}$ month.....		1,999.20	1,752.56	2,080.32	3,832.88
June, 1878.....		.....	.....	.....	.....
Totals		\$ 36,475.62	\$ 29,367.50	\$ 20,603.75	\$ 49,991.25

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1877.....		\$ 223.11	\$ 92.34
August, 1877.....		223.11	97 68
September, 1877.....		223.11	115.81
October, 1877.....		223.11	123.58
November, 1877.....		223.11	102.42
December, 1877.....		223.11	94.35
January, 1878.....		223.11	85.29
February, 1878.....		223.11	81.43
March, 1878.....		223.11	97.66
April, 1878.....		223.11	105.82
May, 1878, $\frac{3}{4}$ month.....		148.74	77.36
June, 1878.....			
Totals.....		\$ 2,379.84	\$ 1,073.74

Recapitulation of Earnings.

Receipts from passengers	\$ 36,475.62
Receipts for express.....	1,073.74
Receipts for mails.....	2,379.84
Total receipts from passenger trains.....	\$ 39,929.20
Receipts from passenger trains, per train mile run, [66,500 miles] \$—60.04.	
Receipts from local freight.....	20,603.75
Receipts from through freight.....	29,387.50
Total receipts from freight trains.....	\$ 49,991.25
Receipts from freight trains, per train mile run, [66,500 miles] \$—75.17.	
Receipts from miscellaneous sources—rent of Monticello bridge and approaches.....	2,022.62
Total earnings.....	\$ 91,943.07
Earnings per mile of road operated, [54.76 miles] \$1,679.	
Per train mile, for passenger, freight and mixed trains, [66,500 miles] \$138.26.	

Have you made any advance or reduction in freight since the enactment of Chapter 77, of the Laws of the Seventeenth General Assembly—if so, what percentage? No change.

Receipts other than Earnings.

Receipts from sale of real estate, small portion of depot grounds at Cedar Rapids sold to B., C. R., & N. Ry. Co.....	\$ 608.25
--	-----------

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Office expenses.....	\$ 240.81
General expenses.....	794.71
Legal expenses.....	159.00
Stationery and printing	470.78
Interest and exchange.....	11.72
Salaries of officers..... ..	4,435.01
Trainmen.....	8,557.67
Agents.....	3,733.05
Operating telegraph.....	1,659.96
Repairs, engines and cars, labor.....	12,422.00
Repairs, engines and cars, materials.....	5,933.91
Car service.....	219.65
Track and tanks.....	25,549.91
Ties.....	7,823.25
Fence repairs	474.83
Repairs of bridges	8,946.29
Repairs of buildings.....	257.85
Fuel.....	7,881.11
Oil, waste, and tallow.. ..	746.13
Damage to property and injury to persons.....	3,002.15
State and county taxes.....	4,194.41
Total.....	\$ 97,514.20

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened to public use:	
From Farley to Springville at time D. S. W. came into possession.	
From Springville to Marion, October, 1864.	
From Marion to Cedar Rapids, October, 1865.	
Length of main line of road completed, from Farley to Cedar Rapids.....	54.76
Total length of road belonging to this company.....	54.76
Aggregate length of sidings and other tracks not above enumerated.	4.22
Aggregate length of track belonging to this company computed as single track.....	58.98
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with iron rails [weights per yard 32, 45, and 56 lbs.].....	58.98

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 43; aggregate length, feet.....	2,668
Wooden trestles, number of, 49; aggregate length, feet.....	1,056
Culverts, number of, 98; aggregate length, feet.....	431

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Near Worthington... Over Wapsipinicon, between Anamosa and Viola.	Howe Truss	Wood	217 feet.	Fall, 1877
Over Crow Creek, near Viola.....	Howe Truss	Wood	200 feet.	Fall, 1877
	Arch	Wood	56 feet.	Fall, 1877

Crossings, Etc.

What railroads cross you road at grade in this State, and at what locality?	
Davenport & Northwestern Railroad at Monticello.	
Sabula, Ackley & Dakota Railroad at one mile east of Marion.	
What railroads cross your road either over or under your grade in this State?	
Not any.	
Number of crossings of highways at grade in this State without protection.....	67
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	None.
Number of crossings of highways under railroad.....	2
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains come to a dead stop 400 feet before reaching crossing. Sufficient.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Sound whistle 80 rods before reaching crossing and ring bell till crossing is passed. Sufficient.	
Number of stations.....	10
Number of persons regularly employed on all roads operated by company, including officials.	82

Fencing.

How many miles of fencing have you on your road in Iowa?.....	100
How many miles of fencing have you built during the year? Made repairs only.	
What was the average cost per rod?	85 cents.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	None.
Number of locomotives of more than 20 tons weight, exclusive of tender	4
Number of passenger-cars 8-wheel.....	2
Number of express and baggage cars.....	2
Number of box freight-cars.....	37
Number of platform-cars.....	33
Number of conductors' way-cars? In very bad order.....	2
Other cars as follows: 10 hand-cars and 9 dirt or push-cars.	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 26-ton engines.	200
Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 26 tons, say. Never had occasion to ascertain this.....	8 to 10
Number of locomotives equipped with train-brake.....	None.
Number of passenger-cars equipped with train-brake	None.
What kind of train-brake is in use on your road? Stevens.	
Number of passenger-cars with Miller platform and buffer.....	None.
Number of passenger-cars with any other platform and buffer.....	2

TELEGRAPHS.

Miles of telegraph on line operated by company.....	55
Miles of telegraph owned by company.....	77
Number of telegraph offices in company's stations.....	7
Number of telegraph stations operated by company.....	7
Number of telegraph stations operated jointly by rail and telegraph companies.....	5

MILEAGE, TRAFFIC, Etc.

Total mileage of passenger, freight, and mixed trains, 10½ months....	66,500
Total number of passengers carried, 10½ months.....	53,598
Number of tons of through freight carried, 10½ months.....	16,267
Number of tons of local freight carried, 10½ months.....	17,584

Total tons of freight carried, 10½ months.....	33,851
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance, (single fare).....	4 cents.
Average rate of fare per mile, received for through passengers.....	4 cents.
Average rate of fare per mile, received for local passengers.....	4 cents.
Average rate of fare per mile, received for all passengers.....	4 cents.
Average number of cars in passenger trains, including baggage cars..	2
Average number of cars in freight trains, four loaded and two empty	6
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers	58 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	74 tons.
Rate of speed of passenger and express trains, including stops.	14 miles per hour.
Rate of speed of freight trains, including stops... 12½ miles per hour.	

Tonnage of Articles Transported—10½ Months.

	TONS.	PER CENT.
Grain.....	4,354	12.86
Flour.....	208	.61
Provisions (beef, pork, lard, etc.).....	545	1.61
Animals	4,675	13.81
Other agricultural products, including green fruit.....	126	.37
Lumber and forest products.....	6,210	18.34
Coal	679	2.01
Plaster.....	27	.08
Salt.	336	1.00
Petroleum.....	148	.44
Other iron and castings.....	55	.16
Stone and brick.....	14,427	42.62
Manufactures—articles shipped from point of production....	432	1.28
Merchandise and other articles, not enumerated above.....	1,629	4.81
Total tons carried	33,851	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express. Pay one and one-half first-class tariff rates on all freight carried; also pay \$1.50 per working day for fare of messenger. Railroad Company has nothing whatever to do with handling of express freights.

Sleeping-Cars.

Do sleeping, parlor, or dining-room cars run on your road? No sleepers on road.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$52 per mile per annum, distance reckoned at 55 37-100 miles; \$719.81 per quarter; mail to be carried each week-day from Farley to Cedar Rapids, and from Cedar Rapids to Farley.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants? None.

State the number of acres yet to inure to your company from Congressional grants? This company claims for the Cedar Rapids & Missouri River Railroad Co. the land to which it is entitled for the construction of its road between Marion and Cedar Rapids on the surveyed line of the Iowa Central Railroad.

Summary.

State the value of donations of right of way and station grounds to your company\$500.00
State the value of donations of other real estate to your company..... 400.00

The lands donated to Dubuque Western and Dubuque, Marion & Western Railroad Companies, at present valuation are worth from \$10,000 to \$15,000.

State the amount of city, county, and township aid granted to your company in exchange for stock, or otherwise. Specify and locate each particular grant, and the date when received, in city or county bonds, money, or otherwise? The Dubuque Southwestern Railroad Company never had any aid of this kind. The city of Dubuque, however, subscribed for \$250,000 stock of the Dubuque Western Railroad Company and paid for same in her bonds.

ACCIDENTS TO PERSONS IN IOWA.

June 30, 1877—Engine of Train No. 1 struck a team and wagon on highway crossing, one-half mile west of Monticello, smashing wagon to pieces, but hurting no person badly. Clascen Eubonk, Henry Pourr and a little child, occupants of the wagon, slightly injured. All reside near place of accident. Engineer whistled for crossing at usual place; bell was rung; engineer saw team, but supposed it would stop; when he saw that the team was not stopping he whistled for brakes and reversed his engine. Henry Pourr, the driver, said his horses became frightened and unmanageable, and he thought he would have time to cross before train reached crossing. Company, though not liable for damages, paid \$50 to go toward the price of a new wagon.

July 14, 1877—John James, brakeman, had his hand slightly hurt through his own carelessness while coupling cars at Monticello; was off work only three or four days. Company paid his wages in full.

October 12, 1877—Andrew McDonald, carpenter; residence, Farley. While working at rebuilding of Wapsipinicon bridge, got one leg broken by stepping on end of a cord-stick and tipping it. At time accident occurred he said to other workmen that he himself only was to blame.

October 26, 1877—Train struck and killed a man named John Jannisky, residence, Cedar Rapids, at crossing near Cedar Rapids. It was dark; had two empty flat-cars ahead of engine; head-light, and man on front end of forward car with a lantern. Train running slowly, about four or five miles an hour.

Brakeman on flat car called to Jannisky to lookout. Jannisky seemed to hesitate, and then stepped on the track as if he calculated he had time to cross before train reached him. Coroner's jury acquitted company from blame.

November 6th, 1877—D. Sullivan, brakeman; got his hand hurt while coupling cars at Monticello. Coupling was being made on main line; drawheads, even; engine backing slowly; ground level. Accident caused by carelessness of Sullivan.

RECAPITULATION OF ACCIDENTS.

Killed—At stations and highway crossings	1	Total killed, 1
Injured—Employees—from misconduct or want of caution.....	3	
Others—at stations and highway crossings...	3	Total injured, 6

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents? No such plan.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES, JUNE 30, 1878.

Road leased to Chicago, Milwaukee & St. Paul Railway Company, 16th of May, 1878—who took possession and commenced to operate same May 22d, 1878.

President, S. S. Merrill, Milwaukee, Wisconsin.

Secretary and Treasurer, D. A. McKinlay, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

S. S. Merrill, Milwaukee, Wisconsin.

Alexander Mitchell, Milwaukee, Wisconsin.

John W. Carey, Milwaukee, Wisconsin.

Julius Wadsworth, New York city.

W. S. Gurnee, New York city.

General offices at Dubuque, Iowa.

Date of annual meeting of stockholders, second Monday in February.

Fiscal year of company, January 1st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

STATE OF WISCONSIN, }
County of Racine. }

I, D. A. Olin, General Superintendent of the Dubuque Southwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief. The general balance sheet and statement relative thereto being, however, for the twelve months ending December 31, 1877.

Signed,

[L. S. OF R. R.]

D. A. OLIN,
General Superintendent.

Subscribed and sworn to before me, this 30th day of August A. D., 1878.

[L. S.]

WM. C. WHITE,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 7th day of September, 1878.

REPORT

OF THE

*FORT DODGE & FORT RIDGELY RAILROAD COMPANY,

SEPTEMBER 28, 1878.

LOCATION OF ROAD.

From a connection near Fort Dodge, with the I. F. & S. C. R. R., (operated by the Illinois Central R. R. Co.,) north 12 $\frac{3}{4}$ miles.

Gauge.....4ft. 8 $\frac{1}{2}$ in.

EQUIPMENT.

Engines, 1; passenger cars, 1; box cars, 1; flat cars, 6; hand cars, 1.

Value of road and equipment..... \$66,200.00

Opened for traffic, September 9, 1878.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Walter H. Brown, Tanhussen, Minnesota.

Vice-President, Geo. W. Bassett, Fort Dodge, Iowa.

Secretary, G. T. Peterson, Fort Dodge, Iowa.

Treasurer, G. R. Pearsons, Fort Dodge, Iowa.

General Manager, W. M. Grant, Fort Dodge, Iowa.

General Superintendent, G. R. Pearsons, Fort Dodge, Iowa.

Chief Engineer, E. Colburn, Fort Dodge, Iowa.

DIRECTORS.

Walter H. Brown,	A. McBane,
J. F. Duncombe,	W. M. Grant,
L. Blunden,	J. M. Mulroney,
G. W. Bassett,	G. R. Pearsons,
Isaac Garmoe,	C. B. Richards.
E. E. Prussia,	

BY G. R. PEARSONS, *General Superintendent.*

*This road was not completed and opened for traffic until more than two months after the close of the year designated in the act governing the Commissioners, consequently does not appear in many of the tables prepared by them.

REPORT

OF THE

GRINNELL & MONTEZUMA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	150,000.00
Par value of shares.....	\$100.00	
Number of stockholders at date of last election.....	588	
Number of stockholders in Iowa at same date.....	588	
Amount of full-paid stock held in Iowa....	150.00.00	
Capital stock authorized by vote of company, (number of shares)	1,500	
Capital stock, total amount realized in cash.....	78,923.69	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc..	\$	25,200.00
Estimated value of rolling stock		2,000.00
Estimated value of stations, buildings, and fixtures, included in assessment.....		
Estimated value of property per mile of road, 14 miles, assess- ment		1,800.00

DEBT.

Funded debt, as follows:

First mortgage bonds (due January 1, 1886, bear interest at 8 per cent, which is payable in January and July,) amount..	\$	100,000.00
Unfunded debt incurred for construction, stock.....		155,000.00

Total liabilities.....	\$	255,000.00
------------------------	----	------------

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	82,505.97
--------------------------------------	----	-----------

Cost of Equipment.

Locomotives.....	\$	1,500.00
Passenger, mail, and baggage cars.....		1,400.00
Freight and other cars.....		225.00
Machinery and tools		200.00
Total for equipment.....	\$	3,325.00
Total cost of road and equipment.....		85,830.97
Average cost of same per mile		6,302.00

REVENUE FOR THE YEAR.

The Grinnell & Montezuma Railroad was leased to and operated by the Central Railroad of Iowa until the 15th of April, since which time this company has operated, so that we can only report earnings, etc., for two and a half months. It is a small road, and does but a small business, and the accounts are not kept as fully as your blank for report seems to require. I have done as well as I could.

Respectfully,
HENRY LAWRENCE, *Secretary*.

Receipts from passengers	\$853.89
Receipts for express.....	50.00
Receipts from local freight.....	2,173.59

Total earnings..... \$3,077.48

Earnings per mile of road operated (17 miles), \$181.03.

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 3.—Conducting Transportation.

Fuel	\$270.00
Oil, waste and lights	30.00
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	795.62
Miscellaneous train and station supplies and expenses.....	25.00
Hire of cars.....	98.98
All other expenses chargeable to this account.....	1,522.64

Class 4—General Expenses.

Printing and stationery.....	25.00
Total expenses of operating the road.....	\$ 2,767.24

GENERAL RECAPITULATION.

Total earnings.....	3,077.48
Total operating expenses.....	2,767.24
Net earnings—earnings above operating expenses.....	310.24

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	None.
Interest falling due during the year, but not paid.....	None.
Total interest liability for the year.....	8,000.00
Floating debt liquidated during the year.....	None.
Dividends declared, none: per cent. for the year, amount.....	.....
Date of last dividend declared, November, 1877.	
Paid to sinking funds in hands of trustees.....	.....

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Road-bed 13½ miles, main line G. & M. Railroad.....	82,505.97
Rolling stock, etc.....	3,325.00

Cr.

Capital stock.....	155,000.00
First mortgage bonds.....	100,000.00
Paid due coupons not paid.....	12,000.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Grinnell to Montezuma, Dec. 15, 1875.	
Length of main line of road completed, from Grinnell to Montezuma in Iowa.....	13½ miles.
Aggregate length of sidings and other tracks not above enumerated.....	½ mile.
Total length of tracks belonging to this company laid with iron rails, weight per yard, 45 lbs.....	13½
Total miles of road operated by this company, including 3½ miles of C. R. R. of I.....	17 miles.
Number of bridges and trestles on whole line.....	None.
Number of stations.....	2
Number of persons regularly employed on all roads operated by company, including officials.....	9
How many miles of fencing have you on your road in Iowa?.....	4½
What was the average cost per rod? \$1.00, about.	

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger-cars—8-wheel, combination... ..	1
Number of coal-cars.....	1

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express company, \$20 per month; we take their freights at the depot.

What freight and transportation companies run on your road? None.

What amount have you paid other corporations, car-loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individual or company, place of location of general office of said company, and amount paid to each? \$98.98.

Do sleeping, parlor, or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Have received no pay. Expect to be paid \$600 per annum.

Lands.

State the number of acres of land your company has already received from the Congressional grants.....	0
State the number of acres yet to inure to your company from Congressional grants.....	0
State the number of acres of swamp lands received from counties.....	0
State the number of acres yet to inure to your company from swamp lands granted to the counties.....	0
State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.....	None.

ACCIDENTS TO PERSONS IN IOWA.—None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Snyder.
Vice-President--G. W. Kierulff.
Treasurer—Henry Lawrence.

NAMES OF DIRECTORS WITH RESIDENCE.

F. A. Kilburn, Montezuma.
G. W. Kierulff, Montezuma.
M. Snyder, Grinnell.
H. Lawrence Grinnell.
W. H. Redman, Montezuma.
J. H. Merrill, Des Moines.
Thomas Harris, Montezuma.
General office at Grinnell.
Date of annual meeting of stockholders, first Wednesday in May.

STATE OF IOWA, }
County of Poweshiek. }

We, M. Snyder, President, and H. Lawrence, Secretary and Treasurer of the Grinnell & Montezuma Railroad Company, being duly sworn, depose and say that we have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of our knowledge and belief.

Signed,

[L. S. OF R. R.]

M. SNYDER, *President.*
H. LAWRENCE, *Sec. and Treas.*

Subscribed and sworn to before me, this 7th day of November, A. D., 1878.

[L. S.]

HENRY C. SPENCER,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 19th day of September, 1878.

REPORT

OF THE

ILLINOIS CENTRAL RAILROAD COMPANY,

LESSEE OF THE

DUBUQUE & SIOUX CITY, IOWA FALLS & SIOUX CITY, CEDAR FALLS &
MINNESOTA RAILROAD COMPANIES.

FOR THE YEAR ENDING JUNE 30, 1878.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$6,912.79	\$21,799.40	\$31,712.19
August,	1877	6,988.73	28,155.83	35,124.56
September,	1877	9,690.74	33,784.19	43,474.93
October,	1877	10,415.68	31,711.16	42,126.84
November,	1877	8,576.63	25,548.20	34,124.83
December,	1877	6,730.85	27,108.27	33,839.12
January,	1878	5,315.89	23,355.84	28,671.73
February,	1878	4,789.63	24,727.48	29,517.11
March,	1878	6,941.84	31,465.87	38,407.71
April,	1878	10,171.47	25,028.48	35,199.95
May,	1878	10,331.66	23,923.67	34,255.33
June,	1878	8,147.38	25,694.83	33,842.21
Totals		\$95,013.29	\$325,283.22	\$420,296.51

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$20,872.80	\$34,074.54	\$54,947.34
August,	1877	52,637.64	33,202.36	85,840.00
September,	1877	111,442.26	46,793.01	159,235.27
October,	1877	95,530.89	59,626.94	155,157.83
November,	1877	58,339.93	46,505.60	104,845.53
December,	1877	44,068.75	50,912.96	94,981.71
January,	1878	67,827.78	34,395.01	102,222.79
February,	1878	57,596.94	37,864.17	95,461.11
March,	1878	47,155.36	41,879.39	89,034.75
April,	1878	47,366.81	38,354.64	85,721.45
May,	1878	61,164.30	41,757.77	102,922.07
June,	1878	47,855.74	34,113.46	81,969.20
Totals		\$711,859.20	\$500,479.85	\$1,212,339.05

RETURNS OF COMPANIES

265

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCEL- LANEOUS	GRAND TOTAL
July, 1877.....	\$2,887.99	\$1,524.40	\$1,640.98	\$ 92,712.90
August, 1877.....	2,887.99	2,071.92	1,651.03	127,575.50
September, 1877.....	2,887.98	2,267.28	1,773.18	209,638.64
October, 1877.....	2,887.98	1,845.90	2,241.11	204,259.66
November, 1877.....	2,887.98	1,641.79	1,379.77	144 879.90
December, 1877.....	2,887.97	1,513.59	1,478.37	134,700.76
January, 1878.....	2,887.99	1,515.00	1,611.39	136,908.90
February, 1878.....	2,887.99	1,927.50	1,545.08	131,338.79
March, 1878.....	2,888.97	1,755.00	1,476.60	133,562.03
April, 1878.....	2,887.99	1,755.00	1,473.46	127,037.85
May, 1878.....	2,887.99	1,822.20	1,367.43	143,255.02
June, 1878.....	2,887.98	1,687.80	1,445.92	121,833.11
Totals	\$34,655.80	\$21,327.38	\$19,084.32	\$ 1,707,703.06

Recapitulation of Earnings.

Receipts from local passengers.....	\$325,283.22
Receipts from through passengers	95,013.29
Receipts for express.....	21,327.38
Receipts for mails.....	34,655.80
Total receipts from passenger trains.....	\$476,279.69
Receipts from passenger trains, per train mile run (529,362 miles), \$0.90.	
Receipts from local freight.....	\$500,479.85
Receipts from through freight	711,859.20
Total receipts from freight trains.....	\$1,212,339.05
Receipts from freight trains, per train mile run (827,279 miles), \$1.46.	
Receipts from miscellaneous sources	\$19,084.32
Total earnings	\$1,707,703.06
Proportion for Iowa	\$1,707,703.06
Earnings per mile of road operated (402.16 miles) ..	4,246.33
Per train mile, for passenger, freight and mixed trains (1,356,- 641 miles), \$1.26.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	\$ 88,860.02
Repairs of track—supplies (exclusive of new rails).....	47,756.15
Repairs of bridges—labor and supplies.....	59,148.08
Repairs of fences.....	8,603.95
Repairs of buildings—stations and water-tanks, etc.....	14,424.04
Repairs of telegraph.....	1,949 75
New rails, deducting old rails sold—net value.....	56,221.20
All other expenditures chargeable to this account.....	68,440.28
Total.....	\$345,403.47

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor	\$ 9,648.27
Repairs of passenger locomotives—supplies.....	3,996.20
Repairs of freight locomotives—labor.....	26,159.85
Repairs of freight locomotives—supplies.....	14,950.96
Repairs of passenger, baggage, mail and express cars—labor.....	4,517.30
Repairs of passenger, baggage, mail and express cars—supplies.....	14,257.34
Repairs of freight cars—labor.....	17,498.83
Repairs of freight cars—supplies.....	20,596.36
Repairs of machinery and tools—labor.....	1,150.76
Repairs of machinery and tools—supplies.....	1,575.64
All other expenditures chargeable to this account.....	23,127.26
Total.....	\$137,478.77

Class 3.—Conducting Transportation.

Fuel.....	\$ 94,867.27
Oil, waste and lights.....	5,149.41
Wages of employes—conductors, enginemen, brakemen, stationmen, (all grades) and clerks.....	186,193.89
Miscellaneous train and station supplies.....	31,438.89
Water supply.....	5,343.86
Telegraph operation.....	11,231.44
Loss and damage to goods.....	918.78
Injuries to persons.....	10,474.34
Damage for stock killed.....	9,432.33
Damages to property, including damages by fire.....	682.70
Legal expenses.....	16,005.97
All other expenses chargeable to this account.....	1,696.97
Total.....	\$373,433.85

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 25,730.48
General office expenses, including clerk hire, rent, fuel, lights, etc..	44,535.45
Insurance.....	147.61
Taxes in Iowa	66,575.41
Taxes in other States.....	.....
Advertising.....	1,552.50
Printing and stationery.....	.....
All other expenses chargeable to this account.....	16,011.44
Total.....	\$154,552.89
Rental of leased lines.....	655,673.14
Total.....	\$810,226.03

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4,).....	\$ 1,666,542.12
Proportion for Iowa.....	\$1,666,542.12
Per mile of road operated.....	4,143.98
Per train mile for passenger, freight, and mixed trains, 1,356,641 miles.....	1.23
Percentage of expenses to earnings.....	97.6
Net earnings per train mile, 1,356,641 miles.....	41,160.94 .03

GENERAL RECAPITULATION.

Total earnings.....	1,707,703.06
Total operating expenses.....	1,666,542.12
Net earnings—earnings above operating expenses.....\$	41,160.94
In addition to the above we loan the Iowa leased line: 36 engines, 12 passenger-cars, 10 express and baggage-cars, 879 freight and other cars. For which the annual charge is.....	41,196.75
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to these companies laid with steel rails, weights per yard, 60 pounds.....	28.61
Total length of tracks belonging to these companies laid with iron rails, weights per yard, 60 pounds, 56 pounds, 45 pounds, 42 pounds.....	405.36

Roads Belonging to Other Companies, Operated by this Company, Under Lease or Contract.

Name, description and length of each :	
Dubuque & Sioux City Railroad, *length.....	142.89
Iowa Falls & Sioux City Railroad, length	183.69
Cedar Falls & Minnesota Railroad, length	75.58
Total length of above roads.....	402.16
Aggregate length of sidings and tracks not above enumerated...	31.81
Total length of above tracks, computed as single track.....	433.97
Total miles of road operated by this company in Iowa.....	402.16

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 28; aggregate length, feet	5,142
Stone bridges, number of.....	None.
Iron bridges, number of, 1; aggregate length, feet.....	110
Wooden trestles, number of, 614; aggregate length, feet.....	51,229
Culverts, number of, 183; aggregate length, feet.....	790

BRIDGES BUILT WITHIN THE YEAR.

During the year, at various points along the entire line, a number of bridges were rebuilt in place of old bridges, all of wood; part of Howe truss pattern, the rest, pile trestles. Total length, 10,070 feet.

Crossings, Etc.

What railroads cross your road at grade in this State, and at what locality?	
Burlington, Cedar Rapids & Northern Railroad, west of Independence station.	
Burlington, Cedar Rapids & Northern Railroad, west of Cedar Falls station.	
Central of Iowa Railroad, west of Ackley station.	
Des Moines & Ft. Dodge Railroad, west of Fort Dodge station.	
Chicago, Milwaukee & St. Paul Railroad south of Charles City station.	
What railroads cross your road over your grade in this State, and where?	
Davenport & Northwestern Railroad, west of Delaware station.	
Number of crossings of highways at grade in this State without protection.....	382
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	3
Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	18
Number of highway bridges 18 feet above track	3
Number of highway bridges less than 18 feet above track.....	None.

*Length in all cases given in miles and decimals.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains must come to a full stop before crossing another railroad at grade.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers must blow engine whistle, also ring engine bell until highway is passed, and to keep a sharp look out. We think these regulations sufficient.

Stations.

Number of stations in Iowa..... 59

Employes.

Number of persons regularly employed on all roads operated by company in Iowa, including officials..... 884

Fencing.

How many miles of fencing have you on your road in Iowa? 198 miles.

How many miles of fencing have you built during the year? 21 miles.

ROLLING STOCK.

Number of locomotives of more than 20 tons' weight exclusive of tender	16
Number of passenger cars—8-wheel	9
Number of express and baggage cars.....	5
Number of box freight cars, stock cars, platform cars, coal cars, and conductors' way cars	206
In addition to the above, we loan the Iowa Leased Lines, 36 engines; 12 passenger cars; 10 express and baggage cars; 879 freight and other cars.	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—117 tons.	
Give the weight of engines generally used in tons.....	30
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—	
Give the weight of engine generally used	26 tons.
Number of locomotives equipped with train-brake.....	4
Number of passenger, baggage and mail cars equipped with train-brake	14
What kind of train-brake is in use on your road? Westinghouse.	
Number of passenger cars with Miller platform and buffer.....	14

TELEGRAPHS.

Miles of telegraph on line operated by company.....	692
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations	48
Number of telegraph stations operated by company.....	46
Number of telegraph stations operated jointly by rail and telegraph companies	40

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	326,754
Miles run by freight trains.....	787,885
Miles run by mixed trains.....	.....
Total mileage of passenger, freight and mixed trains.....	1,356,641
Miles run by construction and other trains	131,694
Total train miles run.....	1,488,335
Miles run by rented cars.....	1,122,277
Number of through passengers.....	26,718
Number of local passengers.....	281,962
Total number of passengers carried.....	308,680
Total passenger mileage, or passengers carried one mile....	15,159,812
Average amount received from each passenger	\$ 1.36
Average distance traveled by each passenger—miles.....	49
Number of tons of through freight carried	265,145
Number of tons of local freight carried.....	209,602
Total tons of freight carried.....	474,747
Total freight mileage, or tons carried one mile.....	60,959,380
Highest rate of fare per mile for any distance.....	3.00 cts.
Lowest rate of fare per mile, for any distance (single fare).....	1.46
Average rate of fare per mile received for through passengers....	2.65
Average rate of fare per mile received for local passengers.....	3.00
Average rate of fare per mile for all passengers.....	2.77
Average rate received per mile per ton for through freight.....	.....
Average rate received per mile per ton for local freight.....	.....
Average rate received per mile per ton for all freight carried.....	1.988
Average number of cars in passenger trains, including baggage cars.....	4.6
Average number of cars in freight trains.....	11.7
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	126 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	177 tons
Rate of speed of passenger and express trains, including stops....	22 miles
Rate of speed of freight trains, including stops.....	11 miles

Tonnage of Articles Transported.

	TONS.
Grain.....	152,420
Plour	12,609
Provisions (beef, pork, lard, etc).....	2,332
Animals.....	49,118
Other agricultural products.....	5,495
Lumber and forest products.....	83,591
Coal.....	62,161
Salt.....	6,024
Oil.....	3,270
Pig and bloom iron.....	54
Ores.....	159
Manufactures,—articles shipped from point of production.....	4,832
Merchandise and other articles, not enumerated above.....	92,682
Total tons carried.....	474,747

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company; compensation about \$20,000 per annum. We furnish and own the cars and keep them in repair. The usual express business is done by them. They take their freight from and deliver it to our depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference to speed, or order of transportation, and if so, in what particular? All freight and transportation companies having business at any point on this road are allowed to run upon it, they paying the regular rates for such service. We give them no preference of speed, or order of transportation.

Sleeping-Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars run on these leased lines, and are owned by this company. We charge from one to two dollars per berth, according to distance. No dining cars.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Dubuque to Sioux City.....	\$ 29,440.80 per annum.
Cedar Falls Junction to Mona.....	5,840.00 per annum.

Total	\$ 35,280.80.
-------------	---------------

The usual form of contract.

Lands—Congressional Grant.

We have no official information touching these points.

Lands—State or Swamp-Land Grant.

We have no official information touching these points.

1

ACCIDENTS TO PERSONS IN IOWA.

RECAPITULATION OF ACCIDENTS.

Killed--Passengers--from causes beyond their control.....	0	
By their own misconduct or want of caution.....	0	
Employes--from causes beyond their control.....	0	
By their own misconduct or want of caution.....	2	
Others--from causes beyond their control.....	0	
By their own misconduct or want of caution.....	3	Total killed 5
Injured--Passengers--from causes beyond their control.....	6	
By their own misconduct or want of caution.....	2	
Employes--from causes beyond their control.....	2	
By their own misconduct or want of caution.....	18	
Others--from causes beyond their control.....	0	
By their own misconduct or want of caution.....	7	Total injured..... 35

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Division Superintendent, D. L. Parker, Dubuque.
 Superintendent of Telegraph, E. Sholes, Dubuque.
 Attorneys, local—Griffith & Knight, Dubuque; J. F. Duncombe, Ft. Dodge.

STATE OF ILLINOIS, }
 County of Cook. }

W. K. Ackerman, President, and J. C. Welling, Auditor of the Illinois Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

W. K. ACKERMAN,
 J. C. WELLING.

Subscribed and sworn to before me, this 22d day of August, A. D., 1878.

[L. S.]

BERNT HOE,
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 27th day of August, 1878.

REPORT

OF THE

DUBUQUE & SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Par value of shares.....	\$ 100.00
Number of stockholders at date of last election.....	367
Number of stockholders in Iowa at same date.....	9
Amount of full-paid stock held in Iowa.....	\$17,700.00
Capital stock authorized by vote of company, number of shares.....	50,0000
Capital stock issued [number of shares, 49,993] amount paid in..	4,999,300.00
Capital stock paid in on shares not issued [number of shares, 650.62], scrip.....	650.62
Capital stock paid in common.....	4,999,950.62
Capital stock paid in preferred, and conditions of preferment...	None.
Capital stock, total amount paid in as per books of the Com- pany.....	4,999,950.62
Capital stock paid in per mile of road owned by company [142 7-10 miles] about.....	35,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, roll- ing stock, stations, buildings, and fixtures.....	\$ 5,730,380.96
As charged on company's books. Not in possession of property, and cannot estimate per cent. value.	
Estimated value of all other property, including investments in stocks and bonds of other corporations. (Iowa Homestead Company)	256,019.94
Estimated value of property per mile of road [142 7-10 miles]..	41,950.00

DEBT.

Funded debt, as follows:	
First mortgage bonds (due January 1st, 1883, bear interest at 7 per cent., which is payable January and July 1st) amount.....	\$ 296,000.00
First mortgage bonds, (due July 1st, 1894, bear interest at 7 per cent., which is payable January and July 1st) amount.....	586,000.00
Total amount of funded debt.....	882,000.00
Amount received from the same in cash.....[All]	

Other debts—current credit balances, etc.....	None.
Amount of debt liabilities per mile of road (142 7-10 miles)	6,110.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	.....
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same. Liability under lease of Ce- dar Falls & Minnesota Railroad Company, now assumed by Illinois Central Railroad Company under our lease to them. Liability for \$1,500 per mile per annum of C. F. & M. Rail- road.	
Operating expenses, *operated by the Illinois Central Railroad Com- pany.....	.....

PAYMENTS FROM INCOME DIVIDENDS, ETC.

Interest paid during the year.....	\$ 61,740
Total interest liability for the year.....	\$ 61,740
Dividends declared, five per cent. for the year; amount.....	249,965
Date of last dividend declared, [April 15, 1878.]	
Balance for the year, or surplus? All surplus, April 1, and October 1 of each year, paid in dividends to stockholders, until paid depos- ited in New York.	
Surplus at the commencement of the year.....	.....

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER
31, 1877. †

DR.

Railroad and appurtenances.....	\$ 5,730,380.96
Iowa Homestead Co. interest.....	256,019.94
County warrants.....	530.30
Profit and loss.....	38,094.99
Loans receivable.....	123,000.00
Cash in bank.....	3,705.49
Rent due to December 31, 1877, and not collected	19,917.51
Total.....	\$ 6,171,649.18

CR.

Capital stock issued in Dubuque.....	\$ 37,200.00
Capital stock issued in New York.....	4,962,100.00
Capital stock, fractional shares	650.62
First mortgage bonds, first division.....	296,000.00
First mortgage bonds, second division.....	586,000.00
First mortgage bonds, purchased from land sales	12,000.00
Fractional bond scrip.....	387.44
Lands, D. & S. C.....	20,091.08
Lands, Iowa Homestead Co.....	5,277.74
Coupons outstanding.....	155.74
Income account.....	109,507.97
Unclaimed dividends	11,414.31
Dividend scrip.....	94 05
Income invested in Iowa Homestead Co., interest.....	130,770.23
Total	\$ 6,171,649.18

* Note by the Commissioners.

† Figures for first six months, 1878, not completed.

LANDS.

State the number of acres of land your company has already received from congressional and swamp land grants.

State the number of acres yet to inure to your company from above mentioned grants.

State the number of acres sold.

DUBUQUE & SIOUX CITY R. R., }
52 WILLIAM STREET, NEW YORK, Dec. 8, 1878. }

J. S. CAMERON, Esq., *Secretary, Des Moines, Iowa.*

DEAR SIR: Yours of 30th October, was received during my absence. I found it was impossible to answer fully the questions in blank furnished, and have almost despaired making any satisfactory statement. I have sent all the materials I have here to D. A. McKinlay, Secretary, in Dubuque, and asked him to do the best he could to complete our report to the Board of Commissioners.

The grant to this company has been of no benefit whatever, but a constant source of annoyance and loss. The conflicting titles in Des Moines River and over the swamp land claims, prevent settlement and sales, while the expense in taxes, etc., continues and increases. I hope Mr. McK. will soon be able to forward the statement.

Yours, truly,

J. B. DUMONT, *Treasurer.*

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Morris K. Jesup.

Vice-President, James A. Roosevelt.

Secretary, D. A. McKinlay.

Treasurer, J. B. Dumont.

Attorneys, general and local, Chas. A. Clark, Cedar Rapids.

NAMES OF DIRECTORS WITH RESIDENCE.

Morris K. Jesup, New York.

James A. Roosevelt, New York.

D. Willis James, New York.

Abram S. Hewitt, New York.

J. Pierpont Morgan, New York.

John F. Slater, Norwich, Connecticut.

Lorenzo Blackstone, Norwich, Connecticut.

Mason Thomson, New York.

S. H. Herriman, Brooklyn, New York.

General offices at Dubuque, Iowa, and 54 William street, New York.

Date of annual meeting of stockholders, second Monday in February.

Fiscal year of company, December 31st.

STATE OF NEW YORK, }
County of New York. }

I, J. B. Dumont, Treasurer of the Dubuque & Sioux City Railroad Company, being duly sworn, depose and say that he has prepared the foregoing statements and declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief, to such extent as furnished.

Signed,

J. B. DUMONT, *Treasurer Dub. & S. C. R. R.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 2d day of September, A. D., 1878.

CHARLES L. SHAROT,

Notary Public, N. Y.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 6th day of September, 1878.

REPORT

OF THE

IOWA FALLS & SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,000,000.00
Par value of shares.....	\$	100.00
Average price received per share.....		100.00
Number of stockholders at date of last election.....		200
Number of stockholders in Iowa at same date.....		14
Amount of full-paid stock held in Iowa.....	\$	89,800.00
Capital stock authorized by vote of company, number of shares, no vote on the question.		
Capital stock issued, number of shares 46,250, amount paid in...		4,625,000.00
Capital stock, total amount paid in as per books of the com- pany.....		4,625,000.00
Capital stock, total amount realized in property.....	\$	4,625,000.00
Capital stock paid in per mile of road owned by com- pany.....		183.69 25,178.29

DEBT.

Funded debt, as follows:		
First mortgage bonds (due October 1, 1917, bear interest at 7 per cent., which is payable April 1st and October 1st) amount.....	\$	2,947,500.00
Amount received from the same in property.....	\$	2,947,500.00
Other debts—current credit balances, etc.....		4,794.56
Total debt liability.....	\$	2,952,294.56
Amount of debt liabilities per mile of road, 183.69 miles.....		16,072.15
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....		2,830,786.24

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	7,585,000.00
*Has no equipment. Operated by the Illinois Central Railroad Company..		

* Note by Commissioners.

REVENUE AND EXPENSES FOR THE YEAR.

Total rental under the lease.....?	\$ 212,626.89
Total receipts from land department	141,010.00
Net credits to income account from other sources.....	657.94
Expenses and salaries	5,252.75

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year	201,757.50
Interest falling due during the year, but not paid.....	4,742.50
Total interest liability of the year	206,500.00
Dividends declared, 2 per cent. for the year, amount.....	92,485.00
Date of last dividend declared, June 1, 1878.	
Balance for the year, or surplus.....	50,057.08
Surplus at the commencement of the year.....	45,500.07
Total surplus.....	\$95,557.15

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Construction	\$7,585,000.00
<i>Assets — Cash:</i>	
In hands of assistant treasurer.....	\$883.16
In hands of treasurer and in National Park Bank, New York, for payment of coupons.....	73,536.22
	74,419.38
Missouri Valley Land Co. stock.....	8,800.00
Due from Illinois Central Railroad Co.....	22,208.15
Due from Sioux City & Pacific Railroad Co.....	16,080.79
Total	\$7,706,508.32

CP.

Capital stock	\$4,623,500.00
<i>Funded Debt:</i>	
First mortgage bonds	2,947,500.00
<i>Floating Debt:</i>	
Over due coupons	4,794.56
Sioux City Railroad contingent, company construction account (assets received from said company less amount charged it for right-of-way expenses)	35,156.61
Balance to credit of income account	95,557.15
Total.....	\$7,706,508.32

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants.....	640,496.11
State the number of acres yet to inure to your company from Congressional grants.....	Not known.
State the average price at which these lands are offered for sale by the company.....	about \$6.00 per acre.
State the average price at which these lands have been sold or contracted by the company.....	6.81 per acre.

State the number of acres sold.....	292,228.31
State the amount received from sales.....	\$ 680,972.23
State the amount received from outstanding contracts....	618,063.93
State the gross amount received from sales, contracts, forfeited contracts, &c., up to June 30, 1878.....	1,455,152.18

Lands—State or Swamp Land Grant.

State the number of acres of swamp lands received from counties.....	None.
State number of acres yet to inure to your company from swamp lands granted to the counties	None.
Taxes paid on land grants.....	\$ 442,037.07
Other expenses for the care, sale and management of the lands.....	166,547.41
<hr/>	
Total taxes and expenses.....	\$ 608,584.48

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Horace Williams, Cedar Rapids, Iowa.
 Vice-President, J. Van Deventer, Cedar Rapids, Iowa.
 Secretary, P. E. Hall, Cedar Rapids, Iowa.
 Treasurer, David P. Kimball, Boston, Massachusetts.
 Assistant Treasurer, J. Van Deventer, Cedar Rapids, Iowa.
 Auditor, Geo. T. Crandell, Cedar Rapids, Iowa.
 Auditor of Land Department, P. E. Hall, Cedar Rapids, Iowa.
 Attorneys, General and Local, { E. S. Bailey, Clinton, Iowa.
 I. N. Kidder, Boone, Iowa.
 Joy & Wright, Sioux City, Iowa.
 Register of Lands, Chas. H. Clark, Cedar Rapids, Iowa.
 Register of Stock, David P. Kimball, Boston.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.
 Oliver Ames, North Easton, Massachusetts.
 John I. Blair, Blairstown, New Jersey.
 D. C. Blair, Belvidere, New Jersey.
 Prince S. Crowell, East Dennis, Massachusetts.
 J. Van Deventer, Clinton, Iowa.
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.
 Date of annual meeting of stockholders, third Wednesday in May.
 Fiscal year of the company, from March 31st to April 1st.

STATE OF IOWA, }
County of Linn. }

I, P. E. Hall, Secretary of the Iowa Falls & Sioux City Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. S. R. R.]

P. E. HALL.

Subscribed and sworn to before me, this 14th day of September, A. D., 1878.

CHAS. H. CLARK.

[L. S.]

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

CEDAR FALLS & MINNESOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$2,550,000.00
Par value of shares.....	\$ 100.00
Average price received per share.....	100.00
Number of stockholders at date of last election.....	18
Number of stockholders in Iowa at same date.....	3
Amount of full-paid stock held in Iowa.....	28,300.00
Capital stock authorized by vote of company, [number of shares, 15,865.]	
Capital stock issued, [number of shares, 15,865,] amount paid in...	1,586,500.00
Capital stock, total amount paid in as per books of the company, realized in cash.....	\$1,586,500.00
Capital stock paid in per mile of road owned by company, [75.58 miles].....	20,991.00

DEBT.

Funded debt as follows:

First mortgage bonds (due April 30, 1884, bear interest at 7 per cent., which is payable April and October;) amount...	\$ 192,500.00
First mortgage bonds (due January 1, 1907, bear interest at 7 per cent., which is payable January and July;) amount...	1,314,000.00
Total amount of funded debt.....	1,506,500.00
Amount received from the same in cash.....	\$1,506,500.00
Other debts—current credit balances, etc.....	None.

COST OF ROAD AND EQUIPMENT.

In bonds.....	\$1,587,000.00
In stock.....	1,586,500.00
Total expended for construction.....	\$3,173,500.00
Total for equipment? No equipment. Road being leased to Illinois Central Railroad Company at a rental of \$1,500 per mile per annum, which yields to the company, monthly, \$9,438.05; or \$113,256.60 per annum; (1-10 of 1 per cent. being deducted for exchange or remittances.)	

Receipts other than Rental.

Receipts from sale of real estate, not land grant.....	\$ 521.70
Receipts from sinking fund investment.....	5,635.00
Receipts from all other sources, specifying same, interest on balances in New York.....	626.39

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 111,090.00
Receipts above operating expenses and interest.....	1,635.13
Dividends declared, per cent. for the year, amount.....	None.
Balance for the year, or surplus	2,129.25
Surplus at the commencement of the year.....	494.12
Total surplus.....	2,129.25

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DEC. 31, '78.

Dr.

Construction (cost of road).....	\$ 3,173,500.00
Minnesota & southwestern stock.....	1,580.00
Real estate.....	4,070.71
Sinking fund.....	1,130.55
J. S. Kennedy & Co.....	1,975.60
Total.....	\$ 3,182,256.86

Cr.

Capital stock.....	\$ 1,586,500.00
Bonds.....	1,506,500.00
Bonds in sinking fund.....	80,500.00
Income account.....	2,129.25
Coupons.....	2,450.00
Donations.....	3,047.06
J. S. Kennedy in account with sinking fund.....	1,130.55
Total.....	\$ 3,182,256.86

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Junction near Cedar Falls to Waverly,—

From Waverly to Charles City, October 15, 1868.

From Charles City to St. Ansgar, December 31, 1869.

From St. Ansgar to southern line of Minnesota, May 31, 1870.

*Length of main line of road completed, from near Cedar Falls to Minnesota state line in Iowa..... 75.58

*Length in all cases given in miles and decimals.

Lands—Congressional Grant.

Company had no land grant.

Summary.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise? Received no city or county bonds. Local cash donations received from the following places:

Waterloo.....	\$ 685.00
Waverly	2,850.24
Nashua.....	3,939.20
Plainfield.....	116.65
Charles City.....	5,086.00
West Mitchell.....	8,351.28
Floyd.....	4,490.44
Osage.....	5,669.20
Orchard.....	500.00
St. Ansgar.....	1,182.95
Total	\$ 32,870.96

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, John S. Kennedy, New York City.
Secretary and Treasurer, D. A. McKinlay, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

John S. Kennedy, New York City.
Lorenzo Blackstone, New York City.
D. Willis James, New York City.
James A. Roosevelt, New York City.
John Crerar, Chicago, Illinois.

General offices at Dubuque, Iowa, and 41 Cedar street, New York City.
Date of annual meeting of stockholders, second Monday in April.
Fiscal year of the company, December 31st.

STATE OF NEW YORK, }
City and County of New York. }

John S. Kennedy, the President of the Cedar Falls and Minnesota Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief, excepting figures relating to finances; the accounts of the company being written up to December 31st, 1877.

Signed,

[L. S. OF R. R.]

JOHN S. KENNEDY.

Subscribed and sworn to before me, this 29th day of August, A. D., 1878, at New York city, as witness my hand and official seal.

CHARLES NETTLETON,

[L. S.]

Commissioner for Iowa in New York; 150 Broadway, New York City.

Received and filed in the office of the Commissioners of Railroads, this 6th day of September, 1878.

REPORT

OF THE

IOWA RAILWAY, COAL AND MANUFACTURING COMPANY,

BOONSBORO, IOWA,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$500,000.00
Par value of shares	\$100.00
Average price received per share.....	50.00
Number of stockholders at date of last election	4
Number of stockholders in Iowa at same date.....	4
Amount of full-paid stock held in Iowa	60,000.00
Capital stock authorized by vote of company—number of shares	600
Capital stock issued (number of shares, 600) amount paid in	
Capital stock paid in on shares not issued (number of shares.....	None.)
Capital stock—total amount realized in cash.....	24,000 00
Capital stock—total amount realized in property.....	6,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc....	20,000.00
Estimated value of rolling stock	3,300.00
Estimated value of stations, buildings, and fixtures	2,200.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	500.00
Estimated value of property per mile of road, 3½ miles	8,000.00

COST OF ROAD AND EQUIPMENT.

Construction of Road.

Superstructure, including rails.....	14,370.07
Passenger and freight stations, wood and coal-sheds, and water stations	2,985.29
Engineering, agencies, salaries, and other expenses during construction.....	1,000.00
All other items charged to construction not enumerated above.....	22,998.36
Total expended for construction.....	41,351.72

Cost of Equipment.

Locomotives	3,000.00
Passenger, mail, and baggage cars.....	1,000.00
Total for equipment.....	4,000.00
Total cost of road and equipment.....	45,351.72

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1877.....		\$ 13.95	\$ 313.50
August, 1877.....		8.68	327.50
September, 1877.....		33.70	860.50
October, 1877.....		10.20	1,192.50
November, 1877.....		32.53	1,733.75
December, 1877.....		50.17	1,349.50
January, 1878.....		28.11	1,692.75
February, 1878.....		3.00	471.50
March, 1878.....			340.00
April, 1878.....		10.00	438.50
May, 1878.....			272.50
June, 1878.....			197.50
Totals.....		\$ 190.34	\$ 9,190.00

Recapitulation of Earnings.

Total receipts from passenger trains.....	\$ 190.34
Receipts from passenger trains, per train mile run, [— miles] 10c..	
Total receipts from freight trains.....	9,190.00
Receipts from miscellaneous sources.....	45.00
Total earnings.....	\$9,425.34

Receipts other than Earnings.

Receipts from sinking fund investment	412.22
Receipts from all other sources, specifying same	134.54
Total receipts for the year	\$9,972.10

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 169 07
Repairs of fences	77.23
Repairs of buildings, stations and water-tanks, etc.....	20.00
All other expenditures chargeable to this account.....	63.85
Total.....	\$ 330.15

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies	555.67
All other expenditures chargeable to this account	99.95
Total	\$ 655.62

Class 3.—Conducting Transportation.

Fuel	847.80
Oil, waste and lights.....	82.82
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks.....	2,211.78
Total	\$3,142.40

Class 4.—General Expenses.

Salaries of the general officers of the company.....	1,770.72
Insurance.....	60.00
Taxes in Iowa	412.22
All other expenses chargeable to this account.....	40.00
Total	\$2,282 94

GENERAL RECAPITULATION.

Total earnings.....	\$ 9,972.10
Total receipts during the year.....	\$ 546.76
Total operating expenses.....	6,411.11
Net earning—earnings above operating expenses.....	3,560.99
Total receipts above operating expenses.....	..\$3,560.99

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Boone to Boonsboro, October 26, 1874.

From Boonsboro to Coal Banks, ———

Length of main line of road completed, from Boone to Coal banks..... 3½ miles.

Aggregate length of sidings and other tracks not above enumerated

4,000 feet.

Gauge of track..... 4 feet 8½ in.

What railroads cross your road at grade in this state? None.

What railroads cross your road either over or under your grade in this state? None.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistle and ring bell.

Number of stations? One.

Number of persons regularly employed on all roads operated by company, including officials? 5 to 7.

How many miles of fencing have you on your road in Iowa? About ½ length.

How many miles of fencing have you built during the year? 16 rods.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender? One.

Number of conductors' way-cars? One.

Other cars as follows: ———

MILEAGE, TRAFFIC, Etc.

Highest rate of fare per mile, for any distance.....	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	2 cents.
Average number of cars in freight trains.....	3

ADDITIONAL QUESTIONS.

State the amount of city, county, and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city and county bonds, money or otherwise? It was agreed and subscribed to this company by the town or people of Boonsboro, that it should receive \$7,000, but before the completion of the road the town began to go down, and it has been very hard to realize; some of the subscription was paid in work. I do not think the company has realized more than \$3,000 in all donations.

ACCIDENTS TO PERSONS IN IOWA.

January 17, 1878. - John James, brakeman, in making coupling at Boone switch, end of road, got his little finger smashed, left-hand, so that it had to be amputated at first joint. It was in the morning, pleasant, and backing into the switch. Willis Vernon, engineer, and Richard Simpson, fireman. It was thought to be his carelessness, and he said he was not thinking about his hand.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Charles A. Sherman, Boonsboro, Iowa.

Vice-President and Secretary, Delos Arnold, Marshalltown, Iowa.

Treasurer, T. N. Canfield, Boonsboro, Iowa.

General Manager and Superintendent, Chas. A. Sherman, Boonsboro, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Charles A. Sherman, Boonsboro, Iowa.

Delos Arnold, Marshalltown, Iowa.

T. N. Canfield, Boonsboro, Iowa.

General offices at Boonsboro, Iowa.

Date of annual meeting of stockholders, August, first Monday.

Fiscal year of the company, from 1st of January to last of December.

STATE OF IOWA, }
County of Boone. }

I, Charles A. Sherman, President and Superintendent of the Iowa Railway, Coal and Manufacturing Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. R. R.]

CHARLES A. SHERMAN.

Subscribed and sworn to before me, this 14th day of November, A. D., 1878.

W. D. TEMPLIN,

[L. S.]

Justice of the Peace.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878

REPORT

OF THE

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Par value of shares.....	\$ 100.00
Number of stockholders in Iowa at same date.....	Unknown.
Amount of full-paid stock held in Iowa.....	Unknown.
Capital stock authorized by vote of company, number of shares.....	29,894 ^{1,363} / _{10,000}
Capital stock issued, number of shares, 27,894 ^{1,363} / _{10,000} amount paid in.....	\$ 2,789,413.66
Capital stock paid in preferred, and conditions of preferment....	Nil.
Capital stock total amount paid in as per books of the company..	\$ 2,789,413.66
Capital stock paid in per mile of road owned by company, 249 83-100 miles.....	11,165.25
Estimated value of property per mile of road, 249 83-100 miles...	8,000. 0

DEBT.

Funded debt, as follows :

C. B. & St. Joe. 1st mortgage bonds (due January 1, 1880, bear interest at 7 per cent., which is payable January and July) amount.....	500,000.00
K. C., St. J. & C. B. mortgage bonds (due January 1, 1907, bear interest at 7 per cent., which is payable January and July) amount.....	4,492,428.13
Income or other mortgage bonds (due January 1, 1907, bear interest at not exceeding 6 per cent., which is payable when earned, April 1, and October 1,) amount.....	2,488,041.61
C. B. & St. Joe., & Mo. Valley, old bonds outstanding, to be exchanged for new issue of K. C., St. J. & C. B.....	3,500.00
Total amount of funded debt.....	\$ 7,484,969.74
Unfunded debt incurred for construction and equipment.....	24,158.98
Total debt liabilities.....	\$ 7,509,128.72
Amount of debt liabilities per mile of road, 249 83-100 miles.....	30,056.95
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None.

COST OF ROAD AND EQUIPMENT.

Expended for construction	\$ 9,204,365.30
Average cost of construction per mile of road (not including sidings) 249.83 miles	36,842.52
Proportion of cost of construction for Iowa, 53 83-100 miles	1,983,232.53

Cost of Equipment.

Expended for equipment	\$ 1,167,418.33
Average cost of equipment per mile of road operated by company in this State	4,672.85
Proportion of cost of equipment for Iowa, on 53 83-100 miles....	251,539.56
Total cost of road and equipment.....	\$ 10,371,783.63
Average cost of same per mile, 249 83-100 miles.....	41,515.37
Proportion of same for Iowa, 53 83-100 miles	2,234,772.09

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line extension or alteration of road.....	72,641.87
Passenger and freight stations, wood-sheds and water stations...	1,687.14
New locomotives	23,212.18
New passenger, mail, and baggage cars.....	284.69
New freight cars—100	54,261.46
Machine-shops, machinery and tools.....	543.12
Total	\$ 152,630.46
Property sold and credited property account during the year....	2,500.00
Net addition to property account for the year.....	\$ 150,130.46

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reason therefor? Total cost of steel rails charged to expenses and credit given for old iron sold. If weight of rail per mile is increased, the increased weight per mile is charged to construction account; if decreased, credit is allowed to construction account. Bridges, etc., are charged to expenses equal to the cost of renewing the old structure. Any surplus expenditure for iron or stone, is charged to construction account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1877	\$ 8,997.90	\$ 24,136.55	\$ 33,134.45
August,	1877	9,390.43	28,666.90	38,057.33
September,	1877	11,184.35	38,087.43	49,271.78
October,	1877	11,987.42	30,157.41	42,144.83
November,	1877	10,646.93	26,027.23	36,674.16
December,	1877	8,364.91	24,764.29	33,129.20
January,	1878	6,709.48	22,818.26	29,527.74
February,	1878	8,068.64	24,077.79	32,146.43
March,	1878	8,376.47	28,540.03	36,916.50
April,	1878	9,751.11	24,867.81	34,618.92
May,	1878	8,579.49	22,834.83	31,414.32
June,	1878	7,537.13	21,622.12	29,159.25
Totals		\$ 109,594.26	\$ 316,600.65	\$426,194.91

FROM TRANSPORTATION OF FREIGHT.

		FREIGHT.	MAILS.	EXPRESS.	MISCELLA- NEOUS.
July,	1877	\$ 56,836.66	\$ 2,596.99	\$ 1,513.58	\$ 8,148.38
August,	1877	100,113.82	2,596.99	1,350.00	3,330.84
September,	1877	85,390.79	2,596.99	3,528.06	3,894.49
October,	1877	88,299.31	2,540.15	1,516.68	3,644.44
November,	1877	84,812.66	2,596.99	1,300.00	3,448.87
December,	1877	75,457.42	2,596.99	1,300.00	4,946.36
January,	1878	68,663.33	2,596.99	1,350.00	3,151.80
February,	1878	73,363.34	2,596.99	1,200.00	3,269.33
March,	1878	96,887.29	2,596.99	1,300.00	3,153.33
April,	1878	98,740.61	2,596.99	1,300.00	5,833.30
May,	1878	87,791.98	2,596.99	1,350.00	5,603.15
June,	1878	54,754.60	2,596.99	1,250.00	3,933.03
Totals		\$971,112.21	\$31,107.04	\$18,258.32	\$ 52,357.32

Recapitulation of Earnings.

Receipts from local passengers.....	\$ 316,600.65
Receipts from through passengers.....	109,594.26
Receipts for express.....	18,258.32
Receipts for mails.....	31,107.04
Total receipts from passenger trains.....	\$ 475,560.27
Receipts from local freight.....	747,632.66
Receipts from through freight.....	223,479.55
Total receipts from freight trains.....	\$ 971,112.21
Receipts from miscellaneous sources.....	52,357.32
Total earnings.....	\$1,499,029.80
Proportion for Iowa.....	\$322,990.73
Earnings per mile of road operated, [249.83 miles].....	6,000.20

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	\$157,381.85
Repairs of track—supplies, exclusive of new rails	40,265.33
Repairs of bridges—labor and supplies.....	47,342.03
Repairs of fences—labor and supplies.....	2,432.54
Repairs of buildings—stations and water-tanks, etc.....	10,295.49
New rails, deducting old rails sold	120,664.98
Total	\$378,382.22

Class 2—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies.....	41,921.64
Repairs of passenger, baggage, mail and express cars.....	27,390.70
Repairs of freight cars	56,938.04
Total	126,250.38

Class 3—Conducting Transportation.

Fuel... ..	61,133.67
Oil, waste and lights	7,450.99
Train service	65,267.47
Station service	118,035.43
Locomotive service	65,698.72
Water supply	9,519.22
Mail service.....	1,110.00
Telegraph operation.....	11,954.02
Loss and damage of goods	1,417.24
Damage for stock killed	11,132.50
Hire of cars, balance in our favor	
Hire of engines	980.00
Foreign agencies.....	32,586.66
All other expenses chargeable to this account.....	39,480.82
Rents of road and bridges paid other companies	30,452.31
Total	\$456,219.05

Class 4.—General Expenses.

Salaries of the general officers of the company.....	63,065.60
Taxes in Iowa	10,762.84
Taxes in other States—estimated	26,237.16
Printing and stationery.....	14,035.31
Total	<u>\$114,100.91</u>

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4),.....	\$ 1,074,952.56
Proportion for Iowa, <i>pro rata</i>	\$231,615 95-100
Per mile of road operated.....	4,302 73-100
Percentage of expenses to earnings.....	71. 71-100

GENERAL RECAPITULATION.

Total earnings.....	1,499,029.80
Total operating expenses.....	<u>1,074,952.56</u>
Net earnings—earnings above operating expenses.....	\$ 424,077.24
Percentage of net earnings to stock and debt.....	4.07
Percentage of net earnings to cost of road and equipment.....	3.87
Interest paid during the year, all amounting to.....	357,924.23
Interest on bonds	\$348,204.41
Interest on floating debt.....	9,719.82
Earnings above operating expenses and interest.....	<u>\$ 66,153.01</u>
Amount paid during the year for permanent improvements, and charged to cost of road.....	150,130.46
Amount paid during the year for permanent improvements, and charged to operating expenses.....	39,093.41
Dividends declared, ——— per cent for the year, amount.....	.....
Date of last dividend declared, ———.	.....

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

To construction account	\$ 9,204,365.30
To equipment account.....	1,167,418.33
To supplies and material on hand.....	61,527.19
To cash.....	59,412.08
To open accounts.....	290,597.26
To real estate in St. Joseph, Mo., purchased for depot purposes, not used and for sale.....	49,180.22
	<u>\$10,832,500.38</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

CR.

By capital stock	\$ 2,789,413.66
By bonded debt.....	7,484,969.74
By bills payable :	
For cars and engines.....	\$ 54,275.00
For real estate	45,000.00
Miscellaneous	280.00
By open accounts and unpaid vouchers	99,555.00
By land account, chiefly proceeds of lands donated to the C. B. & St. Jo. Railroad Company, in Iowa, to be eventually transferred to construction account.....	209,292.91
By unpaid coupons.....	35,100.40
By accrued interest.....	1,169.32
By income account, surplus.....	174,849.50
	38,149.85
Total	\$ 10,832,500.38

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

Consolidated July 1st, 1870.

*Length of main line of road completed, from Kansas City to Council Bluffs, (U. P. Transfer)	199.63
Length of main line of road completed, in Iowa	53.83
Length of main line of road completed, in Missouri.....	145.80
Branches owned by company, viz. :	
Hopkins' Branch, length in Missouri	50.20
Total length of road belonging to this company.....	249.83
Aggregate length of sidings and other tracks not above enumerated....	30.50
Aggregate length of tracks belonging to this company computed as single track.....	280.33
Gauge of track.....	4 ft. 8½ inches.
Total length of tracks belonging to this company laid with steel rails, in Iowa [weights per yard, 17 miles, 60 lbs.; 18 miles, 52 lbs.].....	35.00
Total length of tracks belonging to this company laid with iron rails, [weights per yard, 50 lbs.).....	18.33
Total miles of road operated by this company.....	249.83

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of ———; aggregate length, feet	Nil.
Stone bridges, number of ———; aggregate length, feet.....	Nil.
Iron bridges, number of ———; aggregate length, feet.....	Nil.
Wooden trestles, number of ———; aggregate length, feet.....	2,412

Bridges Built within the Year.

None, except in relocation, owing to encroachments of the Missouri river—about two and a half miles in one place, and about five miles in another—in Iowa.

* Length in all cases given in miles and decimals.

Crossings.

What railroads cross your road at grade in this state, and at what locality?
Chicago, Burlington & Quincy Railroad, at Pacific Junction.

What railroads cross your road either over or under your grade in this state, and where? None.

Number of crossings of highways at grade in this state without protection..... 36

Number of crossings of highways at grade in this State at which there are gates or fl gmen None.

Number of crossings of highways over railroad None.

Number of crossings of highways under railroad..... None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Absolute stop just prior to crossing, and within 100 yards. Quite sufficient. Never have had any crossing collisions.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found sufficient? The requirements of the laws of Iowa.

Stations.

Number of stations..... 39

Same in Iowa 7

Fencing.

How many miles of fencing have you on your road in Iowa?..... 3.1 miles

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

Built, } 18.5 miles in Fremont county.
 } 10.8 miles in Mills county.
 } 1.9 miles in Pottawattamie county.

Aggregate amount—31.2 miles built, 22.6 needed.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.. 11

Number of locomotives of more than 20 tons weight, exclusive of tender.. 20

Number of locomotives of more than 10 tons weight, exclusive of tender.. 0

Number of passenger-cars—12-wheel. 1

Number of passenger-cars - 8-wheel.... 18

Number of express and baggage-cars, and postal..... 11

Number of box freight-cars..... 250

Number of stock-cars..... 22

Number of platform and coal-cars..... 164

Number of conductors' way-cars..... 14

Other cars as follows :

Combination (merchandise and stock)..... 325

Average amount of tonnage that can be carried over your road in Iowa, with an engine of the weight and power you use for freight trains—give the weight of engines generally used. 400 tons freight—not including cars—as much more. The average carried is much less.

Give the weight of the heaviest locomotives in use. 32-ton engines.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 6 coaches, baggage-cars, sleepers or postal-cars. 28 ton engines.

Number of locomotives equipped with train-brake..... 14

Number of passenger-cars equipped with train-brake All.

What kind of train-brake is in use on your road? Westinghouse Air Brake.

Number of passenger-cars with Miller platform and buffer..... All.

TELEGRAPHS.

Miles of telegraph owned by company.....	None.
Number telegraph offices in company's stations in Iowa.....	7
Number of telegraph stations operated by company in Iowa	7

MILEAGE, TRAFFIC, Etc.

Miles run by passenger-trains during the year in Iowa.....	78,435
Miles run by freight-trains in Iowa.....	74,396
Miles run by mixed-trains in Iowa.....	Nil.
Total mileage of passenger, freight and mixed-trains in Iowa.....	152,831
Miles run by construction and other trains, switching, &c., in Iowa.....	91,250
Total train miles run.....	244,081
Average number of cars in passenger trains, including baggage cars ...	3.7
Average number of cars in freight trains.....	18.05
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	115 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	214 tons.
Rate of speed of passenger and express trains, including stops.....	22½ miles.
Rate of speed of freight trains, including stops.....	12 miles.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The United States Express Co. pays a fixed sum for transporting within and up to a fixed limit of weight, and 1½ first class rates on excess. This company does not handle nor have anything to do with the express matter, nor rates thereon, as charged by the express company, but simply carries when placed in baggage car.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation and if so, in what particular? None. Various companies can pass over this road for which we pay mileage as to railroad companies for similar service.

What amount have you paid other corporations, car loaning companies (stock companies), or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each? Nil. That is to say the balance of car mileage is slightly in our favor, as we earn on our cars more than we pay.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman Palace Car Company's sleepers, for which we pay the same rate per mile as for a coach hired of any railroad company.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? The Pullman Palace Car Company receives the earnings for lodging accommodations.

Lands—Congressional Grant.

State the number of acres of land your company has received from the congressional grants? None.

State or Swamp Land Grant.

State the number of acres of swamp lands received from counties? About 6,750, to the Council Bluffs & St. Joseph R. R. Co. All sold; the last of it, about three years since.

State the number of acres yet to inure to your company from swamp lands granted to the counties?

State gross amount received from sales, forfeited contracts, etc., up to June 30, 1878?

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise? None to this company, *per se*, but as opposite to one of the companies consolidated.

ACCIDENTS TO PERSONS IN IOWA.

October 26th, 1877.—Geo. Gunn, brakeman, McPaul. Hand crushed; caught in coupling by his own carelessness.

May 25th, 1878.—Jerry Dodge, bill-poster with Forepaw's advertising-car, Hamburg. Killed while attempting to get on the tender from the advertising-car; slipped and fell between. No one to blame but himself.

June 8th, 1878.—Fremont Bartlett,—about 2½ miles north of Hamburg. Killed. Threw himself on track in front of engine.

RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from their own misconduct or want of caution.....	1	
Others—from trespassing on track, etc.....	1	Total killed..... 2
Injured—Employees—from misconduct or want of caution	1	Total injured..... 1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Nathaniel Thayer, Boston, Mass.

Secretary, Charles Merriam, Boston, Mass.

Treasurer, Charles Merriam, Boston, Mass.

Assistant Treasurer, Jos. S. Ford, St. Joseph, Mo.

General Manager, George H. Nettleton, Kansas City, Mo.

General Superintendent, J. F. Barnard, St. Joseph, Mo.

Assistant Superintendent, D. H. Winton, St. Joseph, Mo.

Superintendent of telegraph, John McConniff, St. Joseph, Mo.

General Passenger Agent, A. C. Dawes, St. Joseph, Mo.

General Freight Agent, Geo. Olds, St. Joseph, Mo.

Attorneys, General and Local, Hon. W. F. Sapp and partners, Council Bluffs.

NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Boston, Mass.

Sidney Bartlett, Boston, Mass.

H. W. Hunnewell, Boston, Mass.

William F. Weld, Boston, Mass.

Charles Merriam, Boston, Mass.

John A. Burnham, Boston Mass.

Pickering Clark, New York City.

John G. Richardson, Brockville, Prov. Ont., Canada.

George H. Nettleton, Kansas City, Mo.

General offices at St. Joseph, Mo.

Date of annual meeting of stockholders, the first Tuesday of March in each and every year.

Fiscal year of the company, same as calender year.

STATE OF MISSOURI, }
County of Buchanan. }

John F. Barnard, General Superintendent of the Kansas City, St. Joseph & Council Bluffs Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

J. F. BARNARD,
General Superintendent.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 12th day of November, A. D., 1878.

J. R. HARDY,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

KEOKUK & DES MOINES RAILWAY COMPANY.

(Successor to Des Moines Valley Railroad—Eastern Division—Keokuk to Des Moines.)

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 3,924,600.00
Par value of shares.....	\$ 100.00
Average price received per share, par in railroad and other property.	
Number of stockholders at date of last election.....	216
Number of stockholders in Iowa at same date.....	9
Amount of full-paid stock held in Iowa.....	\$32,200.00
Capital stock authorized by vote of company, number of shares.....	39,246
Capital stock paid in common..	2,400,000.00
Capital stock paid in preferred, and conditions of preferment....	1,524,600.00
Entitled to 8 per cent. annual dividend out of net earnings, after interest on bonds, in priority to the common.	
Capital stock, total amount realized in cash.....	Nil.
Capital stock, total amount realized in property.....	\$3,924,600.00
Capital stock paid in per mile of road owned by company, 162.2 miles.....	24,226.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road, including rails, bridges, rolling stock, stations, buildings, fixtures, and all other property, including investments in stocks and bonds of other corpora- tions.....	6,270,351.09
Estimated value of all property per mile of road, 162.2 miles, cash.....	10,804.07
This value is based upon the lease to be made to the C., R. I. & P. R. R., Oct. 1, 1878, in 25 per cent. of the gross earnings, with a specific guarantee of 5 per cent. for 45 years, on \$2,150,000.00 bonds, or on a basis of 8 per cent. on less than \$1,750,000.00 of cash value.	

DEBT.

Funded debt, as follows:

First mortgage bonds (due April 1st, 1904, bear interest at 7 per cent., which is payable semi-annually) amount.....	\$161,000.00	2,300,000.00
Funded interest, mortgage bonds (due October 1st, 1894, bear interest at 8 per cent., which is payable April 1st and October 1st,) amount.....		400,400.00
Interest amounts to.....	32,032.00	
Total interest obligations.....	\$	193,032.00
Total amount of funded debt.....		2,700,400.00
Amount received from the same in cash.....	\$	852,400.00
Amount received from the same in property.....		1,848,000.00
Des Moines V. R. R., first mortgage, original bonds, 2,310,000.00. Cash produced, \$1,848,000.00 of bonds, less three years interest. New bonds had coupons cut off for three years more.		
Unfunded debt incurred for construction, equipment, real estate, and in any other manner, and how, not constructed by this company, but rebuilt at an immense cost of.....		950,000.00
Total debt liabilities, all included in above amounts.		
Amount of debt liabilities per mile of road.....		16,666.67
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....		2,553,480.77
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same? None known of.		

COST OF ROAD AND EQUIPMENT.

Construction of Road, Built by Company.

The information embraced herein can only be given in aggregate, as we acquired the road, and its equipment and appurtenances at a cost of \$2,909,400, besides \$950,000 for our improvements, making a total cost of \$3,859,400 cash to us, out of which we have received, in returns of cash, but \$248,816.80.

Total cost of road and equipment.....	\$	6,270,351.09
Average cost of same per mile.....		38,705.87

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line extension or alteration of road—extension to West Des Moines*	\$	38,338.57
Bridges, new.....		10,251.64
Renewal of track.....		49,086.19
Passenger and freight stations, wood-sheds and water stations, new		216.88
New passenger cars.....		9,788.57
Machine-shops, machinery, and tools.....		1,995.46
New fences.....		416.00
Interest.....		2,647.49
Total	\$	112,740.80

* Brick station at Des Moines, cost \$6,000, included in above.

State the policy pursued by your company in regard to permanent improvement and repairs? During the year we have built an iron bridge, which we consider the finest within the State of Iowa, at Des Moines, 550 feet long; Pratt truss, 5 spans, all iron; all tiers, cushioning oak tiles; cylinders, iron filled with concrete, the best adapted for freshets and uncertain bottoms and banks. Cost of this bridge with footway, free to the public, \$33,000. We put on track at same time, 260 tons steel rails, and about 600 tons re-rolled iron; the cost of steel and iron charged to construction.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1877	\$ 14,518.37	\$ 19,024.50
August,	1877	17,155.95	36,139.10
September,	1877	18,325.32	41,317.21
October,	1877	20,325.83	41,159.37
November,	1877	14,937.69	33,381.23
December,	1877	13,540.74	23,280.02
January,	1878	14,863.44	28,473.77
February,	1878	12,705.54	25,543.19
March,	1878	14,889.25	29,043.12
April,	1878	11,520.56	23,114.97
May,	1878	11,682.79	16,219.22
June,	1878	11,869.36	30,034.13
Totals		\$ 176,334.84	\$346,729.83

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS, ETC.	MISCELLA- NEOUS TRACKAGE.
July,	1877	\$ 1,031.13	\$ 1,097.26	\$ 1,000.00
August,	1877	1,031.13	1,522.75	1,000.00
September,	1877	1,031.13	1,190.50	1,000.00
October,	1877	1,031.13	1,891.93	1,000.00
November,	1877	1,031.13	1,657.00	1,000.00
December,	1877	1,031.13	1,516.25	1,000.00
January,	1878	1,031.13	1,897.02	1,000.00
February,	1878	1,025.48	1,900.47	1,000.00
March,	1878	1,030.62	1,591.82	1,000.00
April,	1878	1,030.62	1,567.50	1,000.00
May,	1878	1,030.62	1,816.49	1,000.00
June,	1878	1,030.62	1,883.11	1,000.00
Totals		\$ 12,365.87	\$ 19,532.10	\$ 12,000.00

Recapitulation of Earnings.

Receipts from passengers.....	\$176,334.88
Receipts for express.....	19,532.10
Receipts for mails.....	12,365.87

Total receipts from passenger trains	\$208,232.85
Receipts from passenger trains, per train mile run (207,897 miles), \$1.00.	
Receipts from freight.....	\$346,729.83
Receipts from freight trains, per train mile run (194,564 miles), \$1.78.	
Receipts from miscellaneous sources, (trackage).....	12,000.00

Total earnings	\$566,962.68
Earnings per mile of road operated (162.2 miles)	\$3,495.45

Have you made any advance of reduction in freight since the enactment of chapter 77, of the laws of the Seventeenth General Assembly—and if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

(Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 74,769.34
Repairs of track—supplies (exclusive of new rails).....	3,099.63
Repairs of bridges—labor and supplies.....	14,213.37
Repairs of fences—labor and supplies.....	4,495.42
Repairs of buildings—stations and water-tanks, etc.....	7,053.59
Repairs of telegraph.....	1,438.09
Repairs of and additions to machine shops and machinery.....	5,652.75
New rails, deducting old rails sold, (charged to renewal).	
Removing ice and snow.....	12.80
Total.....	\$110,734.99

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives— labor	4,942.48
Repairs of passenger locomotives—supplies.....	3,538.25
Repairs of freight locomotives—labor	8,143.47
Repairs of freight locomotives supplies.....	5,900.35
Repairs of passenger, baggage, mail and express cars—labor.....	7,316.07
Repairs of passenger, baggage, mail and express cars—supplies....	8,627.11
Repairs of freight cars - labor.....	14,330.39
Repairs of freight cars—supplies..	16,237.55
Repairs of machinery and tools—labor.....	
Repairs of machinery and tools—supplies.....	
All other expenditures chargeable to this account.....	2,468.69
Total.....	\$ 71,505.36

Class 3.—Conducting Transportation.

Fuel.....	\$ 26,484.97
Oil, waste and lights.....	5,377.97
Wages of employes—conductors, enginemen, brakemen, station-men, etc.....	105,733.37
Miscellaneous train and station expenses.....	9,509.18
Water supply.....	4,424.21
Loss and damage of goods.....	178.69
Injuries to persons.....	7,313.95
Damage for stock killed	6,234.98
Damages to property, including damages by fire.....	1,410.00
Legal expenses.....	4,773.93
Total	\$171,441.45

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 33,335.11
General office expenses, including clerk hire, rent, fuel, lights, etc. }	
Insurance.....	2,745.15
Taxes in Iowa.....	17,299.94
Advertising	930.60
Printing and stationery.....	3,449.59
All other expenses chargeable to this account	7,087.24
Total ..,	\$ 64,847.63

Total expenses of operating the road (<i>embraced in classes 1, 2, 3, and 4</i>).....	418,529.46
Per mile of road operated.....	\$ 2,580.33
Percentage of expenses to earnings.....	73 74-100

GENERAL RECAPITULATION.

Total earnings.....	\$ 567,563.01
Total receipts during the year.....	\$559,313.25
Total operating expenses.....	418,529.43
Net earnings—earnings above operating expenses.....	149,033.58
Total receipts above operating expenses.....	140,783.82
Percentage of net earnings to stock and debt...2 125-1000 per ct.	
Percentage of net earnings to cost of road and equipment	2 304-1000 per ct.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Road and equipment.	\$6,467,090.46
Depot real estate.....	2,150.00
Betterments.....	9,585.91
New York office fixtures.....	601.09
Total.....	\$6,479,427.46
Fuel.....	993.46
Materials—road dep't.....	5,981.17
Materials—machine shops.....	9,148.21
Materials—car shops.....	10,014.42
Total.....	26,137.26

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1878.

Dr.—Continued.

Henry A. Barling, treasurer.....	5,648.73	
Cash.....	16,757.97	
U. S. P. O. Department	3,091.84	
Insurance premium acc't.....	1,260.00	
Freight department acc't.....	9,072.74	
Sundry railroad companies.....	1,643.34	
Sundry persons and firms.....	1,706.49	
Edward D. Mandell, trustee.....	8,500.00	
Total.....		47,681.11
Reserve account—first mortgage bonds.....		\$ 220,000.00
Farmers' L. and T. Co.—funded interest.....		258,720.00
Scrip interest—due July 1, 1878		1,102.00
Interest account.....		590.69
Operation account—three months.....		96,311.84
Total.....		\$7,129,970.36

CR.

Common capital stock.....	\$2,400,000.00	
Preferred capital stock.....	1,524,600.00—	\$ 3,924,600.00
First mortgaged bonds.....	\$2,300,000.00	
Funded interest bonds.....	348,300.00—	2,648,300.00
Funded interest coupons.....		258,400.00
Funded interest, scrip, and coupons.....		31,509.00
Suspended coupons.....		19,971.00
Bills payable.....		44,000.00
Demand loan account.....		6,000.00
Vouchers and pay-rolls.....		62,670.22
County treasurer's—State tax account—1878.....		7,200.00
Sundry persons and firms.....		8,557.69
Sundry railroads—car mileage account		867.23
Ticket department account.....		2,035.23
Gross earnings—three months.....		115,799.99
Total.....		\$ 7,129,970.36

DESCRIPTION OF ROAD.

Date when road or portions thereof were opened for public use :

From Keokuk to Bentonsport, in August, 1857.

From Bentonsport to Ottumwa, in December, 1860.

From Ottumwa to Eddyville, in March, 1861.

From Eddyville to Pella, in December, 1864.

From Pella to Monroe, in November, 1865.

From Monroe to Des Moines, in September, 1866.

Length of main line of road completed from Keokuk to Des Moines162 2-10 miles.

Aggregate length of sidings and other tracks not above enumerated..... 15 8-100 miles.

Aggregate length of tracks belonging to this company computed as single track.....177 28-100 miles.

Gauge of track.....4 feet, 8½ inches.

304

REPORT OF RAILROAD COMMISSIONERS.

Total length of tracks belonging to this company laid with
steel rails, [weights per yard, 56 pounds]..... 4 1-5 miles.

Total length of tracks belonging to this company laid with
iron rails, [weights per yard, 56 and 52 pounds].....158 miles.

Total miles of road operated by this company.....162 2-10

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 26; aggregate length, feet..... 1,710

Stone bridge, number of, none.

Iron bridges, number of, 2; aggregate length, feet..... 670

Wooden trestles, number of, 277; aggregate length, feet..... 14,991

Culverts, number of, 245; aggregate length, feet..... 8,294

BRIDGES BUILT WITHIN THE YEAR.

LOCATION IN MILES FROM KEOKUK.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
83 8712-5280	Howe truss.....	Pine timber.....	88 feet	July, 1877...
86 558-5280	Howe truss.....	Pine timber.....	66 feet	Dec., 1877...
53 107-5280.....	Queen truss.....	Pine timber. ...	48 feet.....	Aug., 1877...
59 617-5280.....	Queen truss	Pine timber.....	38 feet.....	Nov., 1877...
73 4510-5280	Howe truss.....	Pine timber.....	83 feet.....	Aug, 1877...
84 772-5280.....	Howe truss.....	Pine timber.....	66 feet	Sept., 1877...
86 3226-5280	Howe truss.....	Pine timber.....	66 feet.....	Oct., 1877...
93 756-5280.....	Pile bent.....	Pine timber.....	56 feet.....	May, 1878...
94 264-5280.....	Pile bent.....	Pine timber.....	31 feet	April, 1878...
95 625-5280	Pile bent.....	Pine timber.....	57 feet.....	May, 1878...
95 4399-5280.....	Howe truss.....	Pine timber. ...	66 feet.....	Aug., 1877...
96 767-5280..	Pile bent..	Pine timber.....	47 feet.....	Aug., 1877...
98 5024-5280	Howe truss.....	Pine timber.....	66 feet.....	Oct., 1877...
99 2095-5280	Pile bent.	Pine timber...	105 feet.....	Oct., 1877...
101 1164-52 0.....	Pile bent.....	Pine timber.....	72 feet.....	Oct., 1877...
101 3936 5280.....	Pile bent.	Pine timber.....	44 feet.....	May, 1878...
101 4904-5280.....	Pile bent.....	Pine timber.....	42 feet.....	June, 1878...
102 1793-5280.. ..	Pile bent.....	Pine timber.....	77 feet.....	Feb., 1878...
103 126-5280	Pile bent.....	Pine timber. ...	74 feet.....	May, 1877...
104 1442-5280.....	Howe truss.....	Pine timber.....	68 feet.....	Oct., 1877...
105 361-5280.....	Pile bent.....	Pine timber. ...	42 feet.....	March, 1878...
105 4040-5280.. ..	Pile bent.....	Pine timber.....	61 feet.....	March, 1878...
106 526-5280..	Pile bent.....	Pine timber.....	104 feet	March, 1878...
107 3502-5280.. ...	Pile bent.....	Pine timber. ...	75 feet.....	June, 1878...
107 3803-5280.....	Pile bent	Pine timber.....	76 feet	June, 1878...
108 609-5280..	Pile bent.....	Pine timber.....	32 feet	June, 1878...
109 5254-5280.....	Pile bent.....	Pine timber. ...	36 feet	March, 1878...
110 2831-5280.....	Pile bent.....	Pine timber.....	76 feet	June, 1878...
110 4892-5280.. ..	Pile bent	Pine timber. ...	46 feet	Nov., 1877...
112 1467-5280.....	Pile bent	Pine timber. ...	16 feet.....	Feb., 1878...
112 2215 5280.....	Pile bent.	Pine timber.....	43 feet.....	June, 1878...
118 4667-5280.. ..	Pile bent	Pine timber.....	42 feet.....	Dec., 1877...
114 4567-5280.....	Pile bent.....	Pine timber. ...	47 feet.....	Dec., 1877...
114 5168-5280	Pile bent.....	Pine timber. ...	47 feet	Dec., 1877...
117 4255-5280	Pile bent.....	Pine timber.....	39 feet.....	Dec., 1877...
124 1057-5280	Pile bent..	Pine timber.....	60 feet.....	Dec., 1877...
130 202-5280.....	Frame bent.....	Pine timber.....	37 feet.....	April, 1878...
147 1306-5280.....	Pile bent.....	Pine timber. ...	97 feet.....	April, 1878...
150 638-5280.....	Howe truss.....	Pine timber.....	66 feet.....	Dec., 1877...
154 4620-528	Pile bent..	Pine timber.....	33 feet.....	Sept., 1877...
154 3689-5280.....	Pile bent.....	Pine timber.....	47 feet.....	Sept., 1877...
158 2723-5280.....	Pile bent.....	Pine timber.....	47 feet.....	Sept., 1877...
158 3733-5280.....	Pile bent.....	Pine timber.....	46 feet.....	Oct, 1877...
157 3314-5280.....	Pile bent.....	Pine timber.....	90 feet.....	Nov., 1877...
159 224-5280.....	Pile bent.....	Pine timber.....	65 feet.....	Sept., 1877...
162 769-5280.....	Pratt truss (5 span)...	Iron.....	550 feet	July, 1877...

Crossings, Stations, and Employes.

What railroads cross your road at grade in this state, and at what locality?
Burlington & Missouri River Railroad at Ottumwa.
Chicago, Rock Island & Pacific Railroad at Eldon, Des Moines, and near Leighton.

Burlington & Southwestern Railroad at Farmington.

What railroads cross your road either over or under your grade in this state? None.

Number of crossings of highways at grade in this state without protection, —

Number of crossings of highways at grade in this state at which there are gates or flagmen? None.

Number of crossings of highways over railroad? None.

Number of crossings of highways under railroad? None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? All trains come to a full stop when within 200 feet of and before crossing the tracks of intersecting lines, give one whistle of five seconds duration before proceeding again, and at night, when cloudy, run across the crossings with furnace door open.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers blow whistle for ten seconds when approaching *all* stations, where there is a side-track; they also sound the whistle, when passing around curves not in full view; and at all road-crossings two blasts—a long and a short one—is given, when 300 yards from each crossing to warn section-men and others in advance of train. When moving about stations the bell is rung and all proper precaution used.

Number of stations..... 30

Number of persons regularly employed on all roads operated by company, including officials..... 579

Fencing.

How many miles of fencing have you on your road in Iowa? As near as we can estimate (both sides)..... 75.77 miles.

How many miles of fencing have you built during the four years, 35.00 miles.

What was the average cost per mile .. \$330 and 350

The total cost of same, for year..... \$416.00

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

About 29 miles in Lee county.

About 43 miles in Van Buren county.

About 19½ miles in Wapello county.

About 18 miles in Mahaska county.

About 17½ miles in Marion county.

About 26 miles in Jasper county.

About 20 miles in Polk county.

Aggregate amount, 173 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight exclusive of tender.....	11
Number of locomotives of more than 20 tons weight, exclusive of tender.....	6
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—12-wheel.....(No. 3)	1
Number of passenger cars— 8-wheel.....	11
Number of express and baggage cars	5
Number of box freight cars.....	202
Number of stock cars.....	100
Number of platform cars.....	48
Number of coal cars.....	84
Number of conductor's way-cars.....	10
Other cars as follows: service, hand, tool, wrecking, etc... ..	73
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains, 220 tons. Give the weight of engines generally used.	32 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given weight and power—give the weight of engine generally used. Average weight, 30 tons; with an average load and speed of about twenty miles per hour.....	6
Number of locomotives equipped with train-brake.....	6
Number of passenger cars equipped with train-brake.....	12
What kind of train-brake is in use on your road? Westinghouse.	
Number of passenger cars with Miller platform and buffer.....	15

TELEGRAPHS.

Miles of telegraph on line operated by company.....	162 2-10
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations, all operated jointly by rail and telegraph companies.....	29

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	207,897
Miles run by freight trains.....	194,564
Total mileage of passenger, freight and mixed trains.....	402,461
Miles run by construction and other trains—(records burned)...	
Miles run by rented cars. Cannot furnish—books burned.....	
Total number of passengers carried.....	157 078
Total passenger mileage, or passengers carried one mile	5,486 556
Average amount received from each passenger.....	1 12-100
Average distance traveled by each passenger — miles.....	35
Total tons of freight carried.....	202,985
Total freight mileage, or tons carried one mile.....	16,396,424
Highest rate of fare per mile, for any distance.....	3½ cents.
Lowest rate of fare per mile, for any distance (single fare).	2 cents.
Average rate of fare per mile for all passengers.....	3 21-100 cents.
Average rate received per mile, per ton for all freight carried....	1 11-100 cents.
Average number of cars in passenger trains, including baggage cars, day trains.....	3
Average number of cars in passenger trains, including baggage cars, night trains	4
Average number of cars in freight trains	13

Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers..... 90 tons.
 Average weight of freight trains, including locomotive and tender in working order, exclusive of freight 136 tons.
 Rate of speed of passenger and express trains, including stops, about 20 miles per hour.
 Rate of speed of freight trains, including stops, about 10 miles per hour.

Tonnage of Articles Transported.

	TONS.
Grain	64,396
Flour	1,478
Provisions (beef, pork, lard, etc)	3,509
Animals, number of head.....	135,834
Other agricultural products.....	9,435
Lumber and forest products.....	21,824
Coal	29,729
Plaster, stone and brick	5,873
Salt.....	1,783
Merchandise and other articles, not enumerated above	33,548

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc., what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?
 United States Express Company—see contract.

What freight and transportation companies run on your road? None.

Sleeping-Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? One sleeping-car, owned by the company, runs with each night passenger train. Additional charge, \$1.50 for entire road. No parlor, or dining-room cars.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$12,367.44 per year; rate, \$76 per mile; two mails per day each way.

Lands—Congressional, State or Swamp-Land Grant.

State the number of acres of land your company has already received from grants. None.

ACCIDENTS TO PERSONS IN IOWA.

August 7th, 1877—James Bourke, laborer on construction train ; injury to toe, unloading iron at Des Moines ; cause, uncertain ; compensation, \$50; paid, and claim released.

October 20th, 1877—John Ryan, laborer; injury to hand at Summit; cause, uncertain ; compensation, \$18.75; paid, and claim released.

November 9th, 1877—Frank Carroll, section hand; run over by hand-car near Douds, cause, uncertain ; compensation, \$30; paid, and claim released.

January 10th, 1878—Thos. Bourke, brakeman ; injury to hand ; cause, uncertain ; compensation, \$35; paid, and claim released.

September 24th, 1877—A. Mackay, bridge carpenter; injury undefined; cause uncertain ; compensation, \$60.00 ; paid, and claim released.

February 1st, 1878—John Dovan, not a passenger or employe ; killed on track, in city of Ottumwa, between 10 and 11 o'clock, P. M. Dovan was crossing the track, unseen by any one, so far as known. His body was found greatly mangled. We believe he was killed by a train of the Central Railroad of Iowa. It is believed that the accident was the result of his own carelessness. A suit is pending against the company, which we propose to contest.

February 12th, 1878—Lycurgus Colbourne, engineer in charge of switch engine, in Des Moines yard ; killed on Des Moines bridge, close to west end, the yardman being in charge of train. Colbourne left his place on the engine and while the train was in motion went between the cars on the bridge to draw a pin. It is supposed he stumbled. The train passed over him. He died in a few hours. The accident was entirely the fault of the deceased.

May 23d, 1878—W. G. Ascott, brakeman ; injury to hand ; coupling cars ; cause, uncertain ; compensation, \$50.00 ; paid, and claim released.

N. B.—No injuries to passengers.

RECAPITULATION OF ACCIDENTS.

Killed.--Passengers—from causes beyond their			
control.....	0		
misconductor want of cau-			
tion.....	0		
Employees—from causes beyond their			
control.....	0		
misconductor want of cau-			
tion.....	1	1	
Others — at stations and highway			
crossings.....	1		
stealing rides.....	0		
tresspassing on track.....	0	1	Total killed... 2
Injured—Passengers—from causes beyond their			
control.....	0		
misconductor want of cau-			
tion.....	0	0	
Employees—from causes beyond their			
control.....	0		
misconductor want of cau-			
tion.....	6	6	
Others—at stations and highway			
crossings.....	0		
stealing rides.....	0		
tresspassing on track.....	0		Total injured... 6

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, H. A. Barling, New York.
 Vice-President, E. Leguine Johnson, New York.
 Secretary, Arthur Bridgman, Keokuk.
 Treasurer, H. A. Barling, New York.
 General Manager, Arthur Bridgman, Keokuk.
 General Superintendent, Frank K. Hain, Keokuk.
 Assistant General Superintendent, none.
 Division Superintendents, none.
 Superintendent of Telegraph, Horace A. Kinnaman, Keokuk.
 Auditor, John Roundey, New York.
 General Passenger and General Freight Agent, John Givin, Keokuk.
 Attorney, General and Local, John Fyffe, Keokuk.

NAMES OF DIRECTORS WITH RESIDENCE.

H. A. Barling, New York.
 C. Leguine Johnson, New York.
 David Dows, New York.
 J. Aug. Johnson, New York.
 Rob. C. Geer, New York.
 Israel Corse, New York.
 W. C. Nicoll, New York.
 Edward D. Mandell, New Bedford.
 O. E. Hale, Keokuk.

General offices at Keokuk.
 Date of annual meeting of stockholders, first Thursday in June.
 Fiscal year of the company ends March 31.

STATE OF IOWA, }
 County of Lee. }

Arthur Bridgman, General Manager, and F. K. Hain, General Superintendent of the Keokuk & Des Moines Railway, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. R. R.]

ARTHUR BRIDGMAN,
 FRANK K. HAIN.

Subscribed and sworn to before me, this 16th day of September, A. D., 1878.

[L. S.]

JAMES C. DAVIS,
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878

REPORT

OF THE

MISSOURI, IOWA & NEBRASKA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 13,000,000.00
Par value of shares	\$ 100.00
Average price received per share	100.00
Number of stockholders at date of last election.....	176
Number of stockholders in Iowa at same date.....	85
Amount of full-paid stock held in Iowa.....	14,225.00
Capital stock authorized by vote of company, number of shares	6,000,000
Capital stock issued, number of shares, 14,600, amount paid in... ..	
Capital stock, total amount paid in as per books of the company.\$	1,460,075.60
Capital stock, total amount in property.....	\$1,460,075.00
Capital stock paid in per mile of road owned by company, 85 miles.....	17,177.35

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc.\$	680,000.00
Estimated value of rolling stock.....	50,000.00
Estimated value of stations, buildings, and fixtures.....	15,150.00
Estimated value of all other property, including investments in stocks and bonds of other corporations	745,150.00
Estimated value of property per mile of road, 85 miles.....	8,766.45

DEBT.

Funded debt as follows:	
1st mortgage bonds (due June 1, 1910, bear interest at 7 per cent., which is payable January and December,) amount.....	\$ 1,800,000.00
Total amount funded debt.....	\$ 1,800,000.00
Amount received from the same in property.....	\$1,800,000.00

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not reported separately) Built by Company.

Grading and masonry	\$452,410.62
Bridging.....	87,702.44
Superstructure, including rails	829,062.08
Land, land damages, and fences.....	39,300.28
Passenger and freight stations, wood and coal-sheds, and water stations	28,942.24
Engine-houses, car-sheds, turn-tables, and machine shops.....	14,076.68
Interest paid during construction, discount, etc	69,676.00
Engineering, agencies, salaries, and other expenses during con- struction.....	104,710.20
All other items charged to construction not enumerated above..	131,586.29
Total expended for construction	\$1,757,466.83
Average cost of construction per mile of road (not including sidings), 85 miles.....	20,676.08
Proportion of cost of construction for Iowa	310,141.20

Cost of Equipment.

Locomotives	59,014.99
Snow-plows on wheels .....	.....
Passenger, mail, and baggage cars.....	19,192.79
Freight and other cars.....	54,810.78
Machinery and tools	8,814.32
Total for equipment..	\$141,832.88
Average cost of equipment per mile of road operated by com- pany in the State.....	1,668.62
Proportion of cost of equipment for Iowa	25,029.30

Cost of Road and Equipment.

Total cost of road and equipment.....	\$1,899,299.71
Average cost of same per mile	22,344.70
Proportion of same for Iowa.....	335,170.50

Net addition to property account for the year. None.

State the policy pursued by your company in regard to permanent improve-
ment and repairs? We have had no occasion to replace iron, as it is perfectly
good at present, with the exception of a few sharp curves, where the iron has
worn some. Our bridges are all as originally made of wood. No grades have
been reduced, nor track ballasted.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1877.....	\$ 1,918.25	\$ 4,726.99
August,	1877.....	2,217.10	5,727.24
September,	1877.....	2,233.95	6,739.25
October,	1877.....	2,628.05	5,399.28
November,	1877.....	2,033.90	5,179.09
December,	1877.....	2,191.50	5,080.92
January,	1878.....	2,244.40	7,643.42
February,	1878.....	1,979.85	6,047.10
March,	1878.....	2,419.10	5,997.26
April,	1878.....	1,977.00	6,098.26
May,	1878.....	1,695.35	5,625.91
June,	1878.....	1,439.00	4,487.39
Totals.....		\$24,977.45	\$ 68,752.11

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	CAR SER- VICE.
July,	1877.....		\$ 50.60	.....
August,	1877.....		46.10	.....
September,	1877.....	\$ 261.54	60.20	.....
October,	1877.....	752.83	54.80	\$ 11.69
November,	1877.....		59.75	10.15
December,	1877.....	1,058.59	52.00	.....
January,	1878.....		74.98	.....
February,	1878.....		53.25	117.81
March,	1878.....	453.86	78.00	.....
April,	1878.....	607.52	69.75	.....
May,	1878.....		112.90	.....
June,	1878.....	1,065.76	45.70	.....
Totals.....		\$ 4,200.10	\$ 758.03	\$ 139.65

Recapitulation of Earnings.

Receipts from passengers.....	\$	24,977.45
Receipts for express.....		758.08
Receipts for mails.....		4,200.10
		<hr/>
Total receipts from passenger trains.....	\$	29,935.58
Receipts from passenger trains, per train mile run, [53,210 miles].....	\$	56.26
Receipts from freight.....		68,752.11
Receipts from freight trains, per train mile run, [53,210 miles]	\$	1.29
Receipts from miscellaneous sources, (car service).....		139.65
		<hr/>
Total earnings	\$	98,827.34
Proportion for Iowa.....	\$	17,195.93
Earnings per mile of road operated, [85 miles].....		1,162.67
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? None.		

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$	18,615.00
Repairs of track—supplies (exclusive of new rails).....		3,999.68
Repairs of bridges—labor and supplies.....		12,899.71
Repairs of fences—labor and supplies.....		256.87
Repairs of buildings—stations and water-tanks, etc.....		406.49
Repairs of telegraph.....		19.20
Repairs and additions to machine shops and machinery.....		1,722.19
Road crossings, signs, etc.....		148.66
All other expenditures chargeable to this account.....		4,662.34
		<hr/>
Total.....	\$	42,729.14

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor and supplies.....	\$	526.47
Repairs of freight locomotives—labor.....		1,455.45
Repairs of freight locomotives—supplies.....		2,524.87
Repairs of passenger, baggage, mail and express-cars—labor.....		1,448.82
Repairs of passenger, baggage, mail and express-cars—supplies.....		2,524.87
Repairs of freight-cars—labor.....		4,460.10
Repairs of freight-cars—supplies.....		2,524.88
Repairs of machinery and tools—labor.....		386.43
		<hr/>
Total.....	\$	15,851.89

Class 3.—Conducting Transportation.

Fuel.....	\$ 7,166.20
Oil, waste, lights and grease.....	1,110.73
Wages of employes—conductors, enginemen, brakemen, station-men, etc.....	11,003.28
Miscellaneous train and station expenses.....	5,355.07
Water supply.....	364.51
Loss and damage of goods.....	101.10
Injuries to persons.....	162.50
Damage for stock killed.....	1,616.24
Damages to property, including damages by fire.....	760.89
Hire of cars	351.87
Legal expenses.....	1,200.00
All other expenses chargeable to this account, (general expense account).....	1,325.23
Total.....	\$ 30,517.61

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 6,450.00
General office expenses, including clerk hire, rent, fuel, lights, etc.	2,370.10
Taxes in Iowa.....	900.17
Taxes in other states....	64.00
Printing and stationery.....	1,011.82
All other expenses chargeable to this account	2,055.73
Total.....	\$ 12,851.82
Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	101,950.46
Proportion for Iowa.....	\$17,991.25
Per mile of road operated	1,199.41

GENERAL RECAPITULATION.

Total earnings	98,827.24
Receipts during the year	\$98,827.24
Operating expenses	101,950.46
Deficit	3,125.22

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Road and equipment—Construction Co	\$3,014,675.00
Grading, ties, right-of-way, etc.....	823,474.24
Sundry accounts	6,597.47
Interest paid on bonds	59,574.86
Discount on county bonds	242,550.00
Total	\$4,146,871.57

CR.

Stock issued	\$1,457,225.00
First mortgage bonds.....	1,800,000.00
Proceeds of subscription	65,018.74
Proceeds of sale of county bonds.....	264,950.00
Earnings undistributed and net.....	58,319.87
Sundry accounts	4,535.93
Iowa Railroad Contracting Co.....	496,822.03
Total	\$4,146,871.57

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Alexandria to Memphis in September, 1872.

Memphis to Lancaster, March, 1872.

Lancaster to Centerville, January, 1873.

Length of main line of road completed, from Alexandria to Centerville, 85 miles.

Length of main line of road completed in Iowa14 790-1000 miles.

Length of main line of road completed in Missouri.....70 210-1000 miles.

Total length of road belonging to this company, 85 miles.

Aggregate length of sidings and other tracks not above enumerated, 5 miles.

Same in Iowa, 4181 feet.

Aggregate length of tracks belonging to this company computed as single track, 90 miles.

Same in Iowa...15 58-100 miles.

Gauge of track..... 4 feet 8½ in.

Total length of tracks belonging to this company laid with steel rails. None.

Total length of tracks belonging to this company laid with iron rails, weights per yard, 56 pounds.

Total miles of road operated by this company.....85 miles.

Number of bridges and trestles on whole line:

Wooden bridges, number of, 209; aggregate length..... 10.180

Wooden trestles, 209; aggregate length..... 10.180

Culverts, number of, 69; aggregate length

What railroads cross your road at grade in this State, and at what locality?

Burlington & Southwestern Railroad, at Sedan.

Chicago, Rock Island & Pacific Railroad, at Centerville.

What railroads cross your road either over or under your grade in this State, and where? None.

Number of crossings of highways at grade in this State without protection..... None.

Number of crossings of highways at grade in this State at which there are gates or flagmen..... None.

Number of crossings of highways over railroad..... None.

Number of crossings of highways under railroad None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Yes. All trains and locomotives will come to a full stop at the crossing of all intersecting railroad lines at least 200 feet from the same, and not proceed until the road is known to be clear.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Yes. The bell is rung when approaching all public road crossings, commencing at least 80 rods distant, and continue ringing bell until the crossing is passed; at obscure crossings, sound the whistle instead.

Number of stations..... 18

Same in Iowa 4

Number of persons regularly employed on all roads operated by company, including officials..... 108

Same in Iowa..... 10

How many miles of fencing have you on your road? One mile.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles.

Twenty-eight miles in Appanoose county.

Aggregate amount, twenty-eight miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	5
Number of passenger-cars—8-wheel.....	2
Number of express and baggage-cars.....	2
Number of box freight-cars.....	14
Number of stock-cars	25
Number of platform-cars.....	20
Number of coal-cars.....	20
Number of conductors' way-cars.....	2

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used. 33-ton engines, carrying 240 tons.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 33-ton engines; ten coaches.

Number of locomotives equipped with train-brake..... None.

What kind of train-brake is in use on your road? Hand-brake.

Number of passenger cars with Miller platform and buffer.....

Number of passenger cars with any other platform and buffer—Jackson & Sharp Co.

TELEGRAPHS.

Miles of telegraph on line operated by company	85 miles.
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated by company.....	10
Number of telegraph stations operated jointly by rail and telegraph companies	10

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	532.10
Miles run by freight trains.....	532.10
Miles run by mixed trains and extra trains.....	105.00
	<hr/>
Total mileage of passenger, freight and mixed trains.....	1,169.20
Miles run by construction and other trains.....	27.00
	<hr/>
Total train miles run.....	1,196.20
Miles run by rented cars.....	100.44
Highest rate of fare per mile, for any distance	4 cents.
Lowest rate of fare per mile, for any distance, (single fare).....	4 cents.
Average number of cars in passenger trains, including baggage cars.....	2
Average number of cars in freight trains.....	12
Rate of speed of passenger and express trains, including stops..	21 miles.
Rate of speed of freight trains, including stops.....	10 miles.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company; 1½, first class tariff rates; general express business. freights taken at depot.

What freight and transportation companies run on your road? None.

Do sleeping, parlor or dining-room cars run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$4,200.00.

Lands—Congressional, State or Swamp Land Grant.—None.

Summary.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise:

Vernon township.....	\$ 25,000.00 in bonds.
Clark county.....	75,000.00 in bonds.
Clark county.....	50,000.00 in bonds.
Scotland county.....	200,000.00 in bonds.
City of Memphis.....	30,000.00 in bonds.
Schuyler county.....	150,000.00 in bonds.
Liberty township.....	15,000.00 in bonds.
Glenwood, Iowa.....	10,000.00 in bonds.
Kahoka, Iowa.....	5,000.00 in bonds.
Centerville subscription.....	65,018.74 in cash.

ACCIDENTS TO PERSONS IN IOWA—None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES

President, F. M. Drake, Centerville, Iowa.
 Vice-President, Henry Hill, Alexandria, Mo.
 Secretary and Treasurer, James Fitz Henry, Alexandria, Mo.
 General Manager, Henry Hill, Alexandria, Mo.
 General Superintendent, Henry Hill, Alexandria, Mo.
 Chief Engineer, Henry Shaw, Centerville, Iowa.
 Superintendent of Telegraph, W. S. Hill, Alexandria, Mo.
 Auditor, O. D. Mackroth, Alexandria, Mo.
 Gen. Passenger and Freight Agent, W. S. Hill, Alexandria, Mo.
 Attorneys, general and local, Baker, Drake & Hughes Centerville, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

B. E. Smith, New York City.
 George Opdyke, New York City.
 C. A. Secor, New York City.
 S. R. Stone, New York City.
 A. B. Stone, New York City.
 M. D. W. Loomis, New York City.
 Henry Hill, Warsaw, Ill.
 George S. Kuo, Warsaw, Ill.
 John E. Walker, Warsaw, Ill.
 James Fitz Henry, Warsaw, Ill.
 F. M. Drake, Centerville, Io.
 Wm. Bradley, Centerville, Io.
 J. A. Talbot, Centerville, Io.

General offices at Alexander, Mo.
 Date of Annual Meeting of stockholders, first Monday in January.
 Fiscal year of the company, December 31.

STATE OF IOWA, }
County of Appanoose. }

I, F. M. Drake, President of the Missouri, Iowa & Nebraska Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of my knowledge and belief.

Signed,

F. M. DRAKE,
President.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of September, A. D., 1878.

M. L. SELBY,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

NEWTON & MONROE RAILROAD COMPANY.

FOR THE YEAR ENDING JULY 31, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	350,000.00
Par value of shares.....	\$	100.00
Average price received per share.....		100.00
Number of stockholders at date of last election.....		7
Number of stockholders in Iowa at same date.....		6
Amount of full-paid stock held in Iowa.....		35,000.00
Capital stock authorized by vote of company, number of shares.....		850
Capital stock issued [number of shares 850] amount paid in.	\$	85,000.00
Capital stock total amount realized in cash	\$	85,000.00
Capital stock total amount realized.....		
Capital stock paid in per mile of road owned by company.....	17 miles. \$	5,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc.*	\$	83,000.00
Estimated value of rolling stock, equipment leased.		
Estimated value of stations, buildings, and fixtures		2,000.00
Estimated value of property per mile of road, 17 miles.....		5,000.00

DEBT.

A bonded debt of \$175,000 was placed on the property by previous owners. These bonds with title to property were purchased by this company, and are now held by this company.

Total debt liabilities. This company has no debt, floating or funded, (except as noted under paragraph one) and for current expenses of the month, paid on the 20th of each succeeding month when audited.

*The Newton & Monroe Railroad Company, purchased the property from the Iowa, Minnesota & North Pacific Railway, commencing operations in August, 1877. The value of property is estimated at price paid and cost of putting in condition to operate.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Land for right-of-way and station grounds.....\$1,525.00
Passenger and freight stations, wood sheds and water-stations..... 575.00
Engine-houses, car-sheds, and turn-tables..... 500.00
Net addition to property account for the year..... 2,600.00
State the policy pursued by your company in regard to permanent improvement and repairs. All repairs and improvements of road-bed and superstructure are charged to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1878.....	\$ 361.65	\$ 931.43
August,	1877.....	158 55	1,207.11
September,	1877.....	343.83	1,266.39
October,	1877.....	277.81	1,592.08
November,	1877.....	433.41	1,476.81
December,	1877.....	493.64	1,758.99
January,	1878.....	463.57	1,306.66
February,	1878.....	363.46	1,032.32
March,	1878.....	431.92	1,489.02
April,	1878.....	448.93	1,681.51
May,	1878.....	438.32	2,669.31
June,	1878.....	437.14	2,023.12
Totals.....		\$4,652.23	\$ 18,434.75

Recapitulation of Earnings.

Receipts from passengers.....\$ 4,652.23
Receipts for express.....
Receipts for mails.....
Receipts from passenger-trains, per train mile run, [20,468 miles,
\$0.22 72-100
Receipts from freight..... 18,434.75
Receipts from freight trains, per train mile run, [20,468 miles,] \$0.-
90 06-100
Total earnings.....\$ 23,086.98
Earnings per mile of road operated, [17 miles,] \$1,358.05.
Per train mile, for passenger, freight and mixed trains, [20,468 miles,
\$1.12 73-100.
All business is considered as local. All trains are mixed, passenger and freight.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 4,835.47
Repairs of track—supplies (exclusive of new rails).....	690.67
Repairs of buildings—stations and water-tanks, etc.....	97.45
Total.....	\$ 5,623.59

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives.....	\$ 105.25
-----------------------------	-----------

Class 3.—Conducting Transportation.

Fuel.....	1,088.94
Oil, waste and lights.....	158.95
Wages of employes—conductors, enginemen, brakemen, stationmen, etc.....	3,761.70
Miscellaneous train and station supplies.....	163.14
Miscellaneous train and station expenses.....	128.98
Water supply, supplied by spring flowing into tank.....	
Injuries to persons.....	100 00
Rent of equipment.....	1,175.00
All other expenses chargeable to this account.....	68.65
Total.....	\$ 6,640.36

Class 4.—General Expenses.

Salaries of the general officers of the company—Superintendent....	1,500.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	
Insurance.....	12 25
Taxes in Iowa, 5-12 of total tax, 1877, (from August, 1877).....	232.68
Advertising, printing and stationery.....	226.61
All other expenses chargeable to this account.....	42.55
Total.....	\$ 2,014.09

Total expenses of operating the road (embraced in class 1, 2, 3, and 4).....	\$ 14,383.29
Per mile of road operated.....	\$846.07
Per train mile for passenger, freight and mixed trains, — miles.....	0.70 26-100
Percentage of expenses to earnings.....	.62 3-10
Net earnings per train mile, 20,468 miles.....	.42 52-100

GENERAL RECAPITULATION.

Total earnings.....	23,086.98
Total operating expenses.....	14,383.29
Net earnings—earnings above operating expenses.....	8,703.69
Percentage of net earnings to stock and debt.....	10.23
Percentage of net earnings to cost of road and equipment.....	Same.

PAYMENTS FROM INCOME DIVIDENDS, ETC.

Receipts above operating expenses and interest.....	8,703.69
Amount paid during the year for permanent improvements, and charged to cost of road.....	2,600.00
Amount paid during the year for permanent improvements, and charged to operating expenses.....	1,003.69
Dividends declared, six per cent. for the year, amount.....	5,100.00
Date of last dividend declared, August 1, 1878.	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JULY 31, '78.

Dr.

August 1, 1878. Permanent investment account.....\$ 85,000.00

NOTE.—When the books were closed for the year ending July 31, 1878, no inventory was taken of material, supplies, etc. All claims then audited and allowed were paid. Uncollected freight bills and agents' accounts brought forward as *new* business (a very small amount in all). The amount of net earnings after payment of six per cent. dividend, shown as expended in permanent improvements, was applied to the reduction of the cost of property, and by agreement of all stockholders, capital stock fixed as herein stated.

Cr.

August 1, 1876. Capital stock.....\$ 85,000.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use?

From Newton to Monroe, about August 15, 1878.

Length of main line of road completed, from Newton to Monroe.. 17 miles.

Aggregate length of sidings and all other tracks not above enumerated..... 15-16 miles.

Gauge of track..... 4 ft. 8½ in.

Total length of tracks belonging to this company laid with iron rails, weight per yard, 600 pounds.....17 15-16

Total miles of road operated by this company, all in Iowa..... 17 miles.

Wooden bridges (number of) on whole line, one (1); aggregate length of, feet..... 146

Wooden trestles (number of) on whole line, 31; aggregate length of feet2430

Culverts (number of) on whole line, 21.

What railroads cross your road at grade in this State? None.

Number of crossings of highways at grade in this State without protection, including street crossings.....37

Number of crossings of highways at grade in this State at which there are gates or flagmen. None.

Number of crossings of highways over railroad. One wagon and one foot bridge 2

Number of crossings of highways under railroad 1

Number of highway bridges 18 feet above track 1

Number of highway bridges less than 18 feet above track..... 1

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistle and ring bell on approach. No accidents have occurred.

Stations.

Number of stations—2 terminal, 1 intermediate 3

Employees.

Number of persons regularly employed on all roads operated by company,
including officials 32

Fencing.

How many miles of fencing have you on your road in Iowa? None owned
by this company.

Give the miles of fence needed on both sides of your track in each county
in Iowa through which your road runs, and the aggregate amount in miles?
Estimated, 26 miles in Jasper county.

ROLLING STOCK.

Number of locomotives leased from the C., R. I. & P. R. R. Co., 20 tons
weight 1
Number of passenger cars—8-wheel combination 1
Number of box freight cars 2
Number of coal cars 10

Average amount of tonnage that can be carried over your road with an en-
gine of the weight and power you use for freight trains—give the weight of
engines generally used? Exclusive of rolling stock, 90 tons, engine, 22 tons.

Number of locomotives equipped with train-brake. None.

TELEGRAPHS.

Miles of telegraph on line. None.

MILEAGE, TRAFFIC, Etc.

Total mileage of mixed trains—all trains are mixed 20,468 miles.
Total number of passengers carried 11,454
Total passenger mileage, or passengers carried one mile 150,674
Average amount received from each passenger \$0.40 6-10
Average distance traveled by each passenger 13 15-100 miles.
Number of tons freight carried, all business considered local 30,475 tons.
Total mileage of freight 186,886 miles.
Highest rate of fare per mile, for any distance 3½ cents.
Lowest rate of fare per mile, for any distance, single fare 2 85-100 cents.
Average rate of fare per mile, received for passengers 3 08-100 cents.
Average rate received per mile, per ton for all freight carried 9 86-100 cents.
Average number of cars in freight trains, freight cars, esti-
mated 4
Average weight of freight trains, including locomotive and ten-
der in working order, exclusive of freight, about 70 tons.
Rate of speed of trains, including stops, 12 miles per hour

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain	2,416. 835	7.9
Flour	85.1065	.2
Animals	988.	3.2
Other agricultural products.....	37.	.1
Lumber and forest products.....	746.1200	2.4
Coal	25,620.	84.0
Salt	68.	.2
Stone and brick.....	93.	.2
Manufacturers—articles shipped from point of production—merchandise and other articles, not enumerated above	420.1227	1.3
Total tons carried.....	30.475.	100

ADDITIONAL QUESTIONS.

What express companies run on your road? None.

What freight and transportation companies run on your road? None.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Not yet adjusted.

Lands—Congressional and Swamp Land Grant—None.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise? Township taxes were voted in aid of the Iowa, Minnesota & North Pacific Railway Company, a portion of which were paid in money and labor. Amount not known.

ACCIDENTS TO PERSONS IN IQWA.

About 20th February, 1878, Nels Anderson, employed to unload coal in chutes of the C., R. I. & P. R. R. at Newton, while uncoupling car in motion, in drawing pin had thumb caught between head of pin and deadwood of bumper. Thumb amputated. Accident caused by his taking pin in wrong position.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, F. H. Griggs, residence and address, Davenport, Iowa.

Secretary, D. S. Couch, Newton, Iowa.

Attorneys, general and local, Ryan Bros., Newton, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

F. H. Griggs, Davenport, Iowa.

D. L. Clark, Newton, Iowa.

David Ryan, Newton, Iowa.

Robert Ryan, Newton, Iowa.

D. S. Couch, Newton, Iowa.

General offices at Newton, Jasper county, Iowa.

Date of annual meeting of stockholders: By articles of incorporation, the time for annual meeting was to be fixed by by-law; no by-law has yet been adopted.

Fiscal year of company, ends July 31.

STATE OF IOWA, }
County of Scott. }

I, F. H. Griggs, President of the Newton & Monroe Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirt-first day of July, A. D., 1878, to the best of my knowledge and belief.

Signed,

[L. & R. R.]

F. H. GRIGGS.

Subscribed and sworn to before me, this 31st day of October, A. D., 1878.

JACOB STROSSER,
Notary Public.

[L. &.]

Received and filed in the office of the Commissioners of Railroads, this 1st day of November, 1878.

REPORT

OF THE

ST. LOUIS, OTTUMWA & CEDAR RAPIDS RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

The St. Louis, Ottumwa & Cedar Rapids Railway Company was leased to the St. Louis, Kansas City & Northern Railway Company for a period of twenty-two years, from October 1st, 1875. Annual rental, \$22,575.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1877.....	\$ 2,175.66	\$ 2,060.55
August,	1877....	2,231.29	3,188.21
September,	1877.....	2,211.23	4,476.67
October,	1877.....	2,471.30	6,344.37
November,	1877.....	2,184.28	5,259.67
December,	1877.....	2,598.33	1,789.19
January,	1878.....	1,923.65	3,047.33
February,	1878.....	1,927.78	2,740.44
March,	1878.....	2,647.33	3,095.62
April,	1878.....	1,971.34	2,480.09
May,	1878, $\frac{2}{3}$ month.....	2,105.65	2,483.81
June,	1878	1,830.73	1,775.03
Totals		\$ 26,278.57	\$ 38,740.98

RETURNS OF COMPANIES.

327

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANE- OUS.
July,	1877.....	\$ 262.00	\$ 119.75	\$ 3.80
August,	1877.....	262.00	301.58	5.75
September,	1877.....	182.00	268.97	.65
October,	1877.....	242.00	118.47	4.95
November,	1877.....	242.00	80.89	.90
December,	1877.....	240.60	90.65	2.55
January,	1878.....	260.33	118.74	.....
February,	1878.....	240.30	131.51	2.25
March,	1878.....	239.38	152.69	2.20
April,	1878.....	247.24	124.54	1.20
May,	1878.....	247.24	149.06	1.50
June,	1878.....	247.24	109.59	.75
Totals.....		\$ 2,912.23	\$ 1,766.44	\$ 25.50

Recapitulation of Earnings.

Receipts from passengers.....	\$ 26,278.57
Receipts for express.....	1,766.44
Receipts for mails.....	2,912.23
Total receipts from freight trains.....	38,740.98
Receipts from miscellaneous sources.....	25.50
Total earnings	\$ 69,723.72

Receipts other than Earnings.

Receipts from other roads.....	\$ 12,000.00
--------------------------------	--------------

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Salaries	\$ 1,963.34
General expenses.....	5,723.00
Legal expenses	1,376.82
Loss and damage.....	4,944.04
Station expenses.....	8,920.81
Train expenses	16,825.99
Maintenance of machinery.....	6,378.60
Maintenance of cars.....	4,811.42
Maintenance of way.....	53,868.72
Maintenance of buildings.....	1,415.27
Maintenance of fences.....	36.65
Insurance.....	244.47
Total.....	\$ 106,510.00

DETAILED STATEMENT OF OPERATING EXPENSES.

General Expenses.

Rent	\$ 1,360.94
Printing and stationery	231.75
Revenue and postage stamps.....	29.87
General office supplies.	45.64
Traveling expenses.....	110.21
Advertising	237.58
Telegraph.....	2,320.74
Wrecking	67.10
Foreign agents—freight....	54.96
Foreign agents—passenger.....	805.72
Ice	46.70
Baggage checks	13.60
Watchmen at tunnels.....	.....
Sundries	399.06
Total	\$ 5,723.87

Legal Expenses.

Salaries	262.68
Costs	1,114.14
Total.....	\$ 1,376.82

Loss and Damage.

Freight	153.83
Stock	3,707.35
Property	82.81
Persons.....	975.05
Baggage	25.00
Total	\$ 4,944.04

Station Expenses.

Agents and clerks.....	\$4,585.96
Labor	964.02
Watchmen and flagmen .....	.....
Switching.....	2,507.68
Stationery and supplies.....	867.15
Furniture and fixtures.....	.....
Total	\$8,920.81

Train Expenses.

Passenger trains—Conductors and men.....	2,011.56
Engineers and firemen	1,874.05
Fuel for locomotives	1,451.75
Oil and waste	383.53
Supplies	203.83
Freight trains—Conductors and men.....	2,712.95
Engineers and firemen	2,492.46
Fuel for locomotives.....	3,591.12
Oil and waste.....	356.75
Supplies.....	277.23
Special trains	34.04
Pumping	1,296.90
Tools and fixtures for trains	33.55
Car locks and keys	39.05
Links, pins and chains	49.61
Stationery	17.63
Total	\$16,825.99

Maintenance of Machinery.

Salaries.....	\$ 111.33
Repairs of passenger engines.....	799.25
Repairs of freight engines.....	1,602.20
Repairs of switch engines.....	437.89
Repairs of machinery and tools.....	97.61
Cleaning passenger engines.....	413.92
Cleaning freight engines.....	620.91
Watchmen.....	187.56
Engine house expenses.....	1,850.45
Shop expenses.....	212.81
General expenses of department.....	44.78
Total.....	\$6,378.60

Maintenance of Cars.

Salaries.....	76.85
Repairs of passenger cars.....	1,508.39
Repairs of sleeping cars.....	482.98
Repairs of mail and baggage cars.....	241.76
Repairs of box cars.....	881.15
Repairs of stock cars.....	393.20
Repairs of flat cars.....	474.39
Repairs of coal cars.....	153.98
Repairs of caboose cars	82.80
Repairs of machinery and tools.....	54.83
Cleaning cars.....	296.24
Watchmen.....	13.57
Shop expenses.....	131.58
General expenses of department.....	19.70
Total.....	\$4,811.42

Maintenance of Way.

Salaries.....	
Repairs of track	\$ 22,095.60
Track watchman.....	
Repairs of trestles.....	18,682.45
Repairs of bridges	13,013.04
Bridge watchmen.....	57.24
Clearing ice and snow.....	
Clearing right-of-way.....	
General expenses of department.....	20.39
Total.....	\$ 53,868.72

Maintenance of Buildings.

Repairs of station buildings.....	\$ 1,196.13
Repairs of machine shops.....	
Repairs of car shops.....	
Repairs of engine houses.....	
Repairs of water stations.....	219.14
Total.....	\$ 1,415.27

Maintenance of Fences.

Repairs of fences.....	36.65
------------------------	-------

Insurance.

Insurance for month.....	244.47
--------------------------	--------

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30,'78

DR.

Total operating expenses.....	\$106,510.00
-------------------------------	--------------

CR.

Total earnings	\$ 69,723.72
Deficit in excess of expenditures over earnings.....	\$36,786.28
Total	\$106,510.00

DESCRIPTION OF ROAD.

Length of main line of road completed, from Coatesville to Ottumwa, all in Iowa, 43 miles, 1,639 feet.
Total length of tracks belonging to this company laid with iron rails, 43 miles, 1,639 feet. Weights per yard, 56 lbs.

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 9; aggregate length, feet.....	1,262
Wooden trestles, number of, —; aggregate length, feet.....	7,560
Culverts, number of, 20; aggregate length, feet.....	

BRIDGES REBUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Fox Creek.....	Howe Truss.....	Wood	108 feet...	August, 1878
Big Soap Creek	Howe Truss	Wood	170 feet...	Sept , 1877
Village Creek,	Howe Truss.....	Wood.....	108 feet...	Dec., 1877
Chequish Creek ..	Howe Truss.....	Wood.....	108 feet. ..	March, 1878

Crossings. Etc.

What railroads cross your road at grade in this State, and at what locality?
B. & S. W. Railroad, at Bloomfield and Moulton.
C. , R. I. & P. Railroad, at Belknap.
B. & M. Railroad, at Ottumwa.
What railroads cross your road either over or under your grade in this State, and where? None.
Number of crossings of highways at grade in this State at which there are gates or flagmen None.
Number of crossings of highways over railroad 1
Number of crossings of highways under railroad.... None.
Number of highway bridges 18 feet above track..... 1
What regulations govern your employes in regard the crossings of other railroads, and are they found to be sufficient? Come to full stop before crossing, within 200 feet, and only run on when all is seen to be clear. This has been found to be entirely sufficient.
What regulations govern your employes in regard to the crossings of public hi hways, and are these regulations found to be sufficient? Ring bell and sound whistle. This has been found to be sufficient.
Number of stations..... 6
Number of persons regularly employed, about..... 60
How many miles of fencing have you on your road in Iowa? One mile.
How many miles of fencing have you built during the year? One mile.
What was the average cost per mile? \$700.
The total cost of same ? \$700.
Give the miles of fence needed on both sides of your track in each county in Iowa through which your road runs, and the aggregate amount in miles?
One mile in Davis county,
Aggregate amount, one mile.

ROLLING STOCK.

Number of locomotives of more than 30-tons weight, exclusive of tender.. 1
Number of locomotives of more than 20-tons weight, exclusive of tender.. 1
Number of passenger-cars—8-wheel..... 1
Number of express and baggage-cars..... 1
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 160 tons; 68,479 pounds.
Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 10 cars; 68,479 pounds net of engine.
Number of locomotives equipped with train-brake.....
Number of passenger-cars equipped with train-brake..... 4
What kind of train-brake is in use on your road? Westinghouse Automatic.
Number of passenger-cars with Miller platform and buffer, None.
Number of passenger-cars with any other platform and buffer? 4 with Black-stone platform.

TELEGRAPHS.

Miles of telegraph on line operated by company?	43 miles 1,639 feet.
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	5
Number of telegraph stations operated by company.....	1
Number of telegraph stations operated jointly by rail and telegraph companies.....	4

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	35,291
Miles run by freight trains.....	39,540
Miles run by mixed trains.....	None.
Total mileage of passenger, freight and mixed trains.....	74,831
Total train miles run.....	.....
Miles run by rented cars.....	None.
Total number of passengers carried.....	30,244
Total passenger mileage, or passengers carried one mile.....	743,494
Average amount received from each passenger.....	86 7-10 cts.
Average distance traveled by each passenger.....	24 miles.
Total tons of freight carried.....	79,363
Total freight mileage, or tons carried one mile.....	2,824,248
Highest rate of fare per mile, for any distance.....	.....
Lowest rate of fare per mile, for any distance (single fare) .....	.....
Average rate of fare per mile, for all passengers.....	03.53
Average rate received per mile, per ton for all freight carried.....	01.37
Average number of cars in passenger trains, including baggage-cars? 1 coach, 1 baggage-car.	
Average number of cars in freight trains.....	10
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	187,587 lbs.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	320,587 lbs.
Rate of speed of passenger and express trains, including stops?	20 miles per hour.
Rate of speed of freight trains, including stops?	10 miles per hour.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the offices of such express companies? United States Express Company. They carry money and valuable packages. They take their freights at our depots.

What freight and transportation companies run on your road? None.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman sleeping cars. The St. L., K. C. & N. R'y Co. pay three cents per mile as mileage for use of cars, and pay also for all damages done to cars while the same are on road. Pullman Car Company charge \$2.00 per night for single berth.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Seventy-two dollars per mile per annum; daily service, once a day, and closed mail in baggage car when two trains are run.

Lands—Congressional and Swamp Land Grant.—None.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money, or otherwise. None.

ACCIDENTS TO PERSONS IN IOWA.

November 17, 1877—J. F. Slack, bridge carpenter, Ottumwa, Iowa, stepped on a loose tie and fell through bridge. No bones broken. Has resumed work. Accident within his control.

December 4, 1877—Frank Compton, brakeman, Moulton, while uncoupling train at Moulton, in the night, fell and car passed over his leg; it was amputated twice, and he died from the effects. Company claim that accident was within his control.

April 21, 1878—W. J. Slusing, engineer, near Carbon; he was running an engine at the usual rate of speed; when near Carbon run into two horses fast in a trestle; he jumped from engine among weeds, rolled down bank, and sprained his shoulder; has fully recovered, and is now at work. Facts show not his fault.

April 27, 1878—R. A. Billinger, engineer, C. R. R. of Iowa, near Belknap; was slightly injured by jumping from engine at time of collision between C. R. R. of Iowa tie train and St. L., K. C. & N. freight; no bones broken; he has been settled with by St. L., K. C. & N. Ry. Co. Not in his control.

T. McKISSOCK,
Gen. Supt. St. L., K. C. & N. Ry.

Subscribed and sworn to before me, this 5th day of November, A. D., 1878,

GEO. S. GROVER,
Notary Public, St. Louis Co., Mo.

[L. S.]

Qualified March 13, 1876; term expires March 9, 1882.

OFFICERS OF THE ST. LOUIS, KANSAS CITY & NORTHERN—LESSEE OF ST. L.,
O. & C. R. R. COMPANY, WITH LOCATION OF OFFICES.

President, B. W. Lewis, Jr., St. Louis.

Vice President and Secretary, James F. How, St. Louis.

Treasurer, R. D. Kohn, St. Louis.

General Manager and General Superintendent, Thomas McKissock, St. Louis.

Division Superintendents, Geo. B. Parsell, St. Louis Division, Moberly; M. G. Cary, Western Division, Kansas City.

Chief Engineer, S. T. Emerson, St. Louis.

Superintendent of Telegraph, S. C. Mason, Moberly.

Auditor, D. B. Howard, St. Louis.

General Passenger Agent, C. K. Lord, St. Louis.

General Freight Agent, A. C. Bird, St. Louis.

Attorneys, General and Local, Wells H. Blodgett, St. Louis, General Attorney; Trimble, Carruthers & Trimble, Bloomfield, Iowa, local attorneys.

NAMES OF DIRECTORS WITH RESIDENCE.

B. W. Lewis, Jr., St. Louis.
 James F. How, St. Louis.
 John H. Beach, St. Louis.
 Wm. Spear, St. Louis.
 C. B. Barnham, St. Louis.
 John Jackson, St. Louis.
 Lewis B. Parsons, St. Louis.
 John A. Scudder, St. Louis.
 Solon Humphreys, New York.
 W. A. Garrison, New York.
 J. A. Jamison, New New York.

General offices at St. Louis, Missouri.

Date of annual meeting of stockholders, 1st Tuesday in March.

Fiscal year of the company, January 1st.

STATE OF MISSOURI, }
City of St. Louis. }

James F. How, Vice-President and Secretary of the St. Louis, Kansas City & Northern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

[L. S. R. R.]

JAMES F. HOW,
Vice-President St. L., K. C. & N. Ry. Co.

Subscribed and sworn to before me, this 12th day of September, A. D., 1878.

[L. S.]

GEO. S. GROVER,
Notary Public, St. Louis County, Missouri.

Qualified, March 13, 1876; term expires, March 9, 1882.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878

REPORT

OF THE

SIOUX CITY & PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 6,000,000.00
Par value of shares	\$ 100.00
Average price received per share	100.00
Number of stockholders at date of last election.....	148
Number of stockholders in Iowa at same date.....	15
Amount of full-paid stock held in Iowa.....	71,400.00
Capital stock authorized by vote of company, number of shares	47,255
Capital stock issued, number of shares, 20,684, amount paid in...	2,068,400.00
Capital stock paid in on shares not issued, number of shares.....	.....
Capital stock paid in common.....	1,899,400.00
Capital stock paid in preferred, and conditions of preferment...	169,000.00
Interest guaranteed at 7 per cent., secured by mortgage on road between Missouri Valley and California Junction.	
Capital stock, total amount paid in as per books of the company.	2,068,400.00
Capital stock, total amount realized in cash.....	} 2,068,400.00
Capital stock, total amount realized in property.....	
Capital stock paid in per mile of road owned by company, 107.42 miles.....	19,255.26

DEBT.

Funded debt as follows:

1st mortgage bonds (due Jan. 1, 1898, bear interest at 6 per cent., which is payable January 1 and July 1,) amount...\$97,680.00	\$1,628,000.00
U. S. 2d mortgage (due Jan. 1, 1898, bear interest at 6 per cent., which is payable Jan. 1, 1898) amount.....	1,628,320.00
Total amount of funded debt.....	\$3,256,320.00
Amount received from the same in cash.....	} 3,256,320.00
Amount received from the same in property.....	
Interest accrued on government debt to June 30, 1878.....	975,401.04
Coupons on 1st mortgage bonds, due July 1, 1878.....	48,840.00
Other debts—current credit balances, etc.....	125,118.73
Total debt liabilities.....	\$4,405,679.77

Amount of debt liabilities per mile of road, 107.42 miles.....	41,013.59
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments..	4,232,662.69
Contingent liabilities as guarantor of bonds or debts of other cor- porations, specifying same.....	None.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 5,338,782.12
Average cost of same per mile.....	49,700.07
Proportion of same for Iowa	3,999,364.63

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Land, station grounds, \$739.75; right-of-way, \$128.25.....	\$ 868.00
Passenger and freight stations, wood-sheds and water stations.....	2,697.26
New freight-cars.....	1,752.59
Machine-shops, machinery, and tools.....	588.50
New fences.....	364.47
New bridges.....	35.77
New castings and sidings.....	245.82
Westinghouse air-brake.....	2,752.03
Total.....	\$ 9,304.44

State the policy pursued by your company in regard to permanent im-
provement and repairs? Hardly able to keep road up to ordinary condition.
Charges for renewals and repairs charged to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT IN IOWA.

		PASSEN- GERS.	FREIGHT.
July, 1877.....		\$ 6,711.01	\$ 9,538.86
August, 1877.....		6,921.72	9,909.36
September, 1877.....		7,518.14	14,944.38
October, 1877.....		7,298.70	17,828.94
November, 1877.....		7,228.77	16,382.60
December, 1877.....		6,263.99	8,898.87
January, 1878.....		4,922.13	9,615.47
February, 1878.....		4,838.82	11,215.02
March, 1878.....		5,526.97	12,533.46
April, 1878.....		6,221.79	13,604.81
May, 1878.....		6,912.17	13,990.36
June, 1878.....		6,393.08	10,841.01
Totals.....		\$76,757.29	\$149,303.14

FROM ALL OTHER SOURCES IN IOWA.

		MAILS.	EXPRESS, ETC.	MISCELLA- NEOUS.
July,	1877	\$ 622.95	\$ 225.51	\$ 373.56
August,	1877	622.95	293 52	440.67
September,	1877	622.95	349.09	496.97
October,	1877	622.95	185.62	468.60
November,	1877	622.95	178.45	395.84
December,	1877	622.95	121.36	370.01
January,	1878	622.95	82.56	359.44
February,	1878	622.95	113.75	367.69
March,	1878	622.95	123.58	418.28
April,	1878	622.95	145.45	359.05
May,	1878	622.95	198.47	402.65
June,	1878	622.95	173.27	345.88
Totals		\$ 7,475.40	\$ 2,190.63	\$ 4,793.64

Recapitulation of Earnings in Iowa.

Beceipts from passengers, including \$4,998 01 in freight and mixed trains.....	\$ 76,757.29
Receipts for express.....	2,190.63
Receipts for mails.....	7,475.40
<hr/>	
Total receipts from passenger trains.....	\$ 86,423.32
Receipts from passenger trains, per train mile run, [105,136 miles] \$0.7742.....	
Total receipts from freight trains.....	149,303.14
Receipts from freight trains per train mile run, [57,152 miles] \$2.61	
Receipts from miscellaneous sources.....	4,793.64
<hr/>	
Total earnings.....	\$240,520.10
Earnings per mile of road operated, 80.47 miles, \$2,988.94.....	
Per train mile, for passenger, freight and mixed trains, 162.315 miles, \$1 452-1000.....	
Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage?.....	None.

Receipts other than Earnings.

Receipts from other roads.....	\$42,770 48
Receipts from sale of real estate.....	85.75
<hr/>	
Total receipts for the year	\$42,806.23

EXPENSES OF OPERATING THE ROAD FOR THE YEAR IN IOWA.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	\$ 19,269.10
Repairs of track—supplies (exclusive of new rails).....	24,104.79
Repairs of bridges—labor and supplies.....	9,013.47
Repairs of fences—labor and supplies.....	1,097.15
Repairs of buildings—stations and water-tanks, etc.....	4,008.32
Repairs of telegraph	383.63
New rails, deducting old rails sold	4,285.09
Removing ice and snow	2,064.16
Total	\$ 64,205.71

Class 2—Maintenance of Motive Power and Cars.

Repairs of passenger and freight locomotives—labor	6,114.94
Repairs of passenger and freight locomotives—supplies.....	1,674.87
Repairs of cars—labor.....	5,895.87
Repairs of cars—supplies	4,145.68
All other expenditures chargeable to this account.....	576.83
Total	\$ 18,408.19

Class 3—Conducting Transportation.

Fuel	17,807.50
Oil, waste and lights	1,260.52
Wages of employes—conductors, enginemen, brakemen, station-men, etc.....	30,781.74
Miscellaneous train and station supplies—expenses.....	2,180.80
Water supply, except labor	94.52
Telegraph operation.....	1,155.10
Loss and damage of goods.....	169.02
Injuries to persons.....	18,500.00
Damage for stock killed.....	1,030.90
Damages to property, including damages by fire	
Hire of cars.....	1,188.95
Legal expenses.....	1,856.87
All other expenses chargeable to this account	790.00
Total.....	\$ 76,815.92

Class 4.—General Expenses.

Salaries of the general officers of the company	3,200.17
General office expenses, including clerk hire, rent, fuel, lights, etc.	5,818.53
Insurance.....	52.50
Taxes in Iowa.....	8,145.45
Advertising.....	85.85
Printing and stationery.....	1,310.58
All other expenses chargeable to this account.....	654.40
Total.....	\$ 19,267.48

Recapitulation of Expenses.

Total expenses of operating the road in Iowa (embraced in classes 1, 2, 3 and 4),.....	\$ 178,697.30
Per mile of road operated.....	..\$ 2,220 657-1000
Per train mile for passenger, freight and mixed trains, 162,315 miles, \$1.1009.	
Expense of running and management of passenger trains.....	25,078.09
Expense of running and management of passenger trains per train mile.....	23 85-100
Expense of running and management of freight trains.....	21,869.42
Expense of running and management of freight trains per train mile run	38 26-100
Percentage of expenses to earnings, 74 296-1000.	
Net earnings per train mile, 162,315 miles, \$0.3511.	

GENERAL RECAPITULATION.

Total earnings in Iowa.....	240,520.10
Total operating expenses in Iowa.....	178,697.30
Net earnings—earnings above operating expenses	61,822.80
Percentage of net earnings to stock and debt .....	.0128
Percentage of net earnings to cost of road and equipment .....	.0154

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year	110,755.00
Interest falling due during the year, but not paid.....	1,560.00
Total interest liability for the year.....	109,510.00
Amount paid during the year for permanent improvements, and charged to cost of road.....	9,304.44
Amount paid during the year for permanent improvements, and charged to operating expenses. Can't tell.	
Floating debt liquidated during the year. Increased.	
Dividends declared, —, per cent. for the year, amount. None.	
Balance for the year; deficit, viz.: Operating expenses and interest in excess of earnings	\$ 21,771.85
Surplus at the commencement of the year. None.	
Total surplus. None.	
Paid to sinking funds in hands of trustees. Nothing.	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Construction.....	\$5,337,627.41
New office building.....	4,455.63
Stock of material.....	33,068.73
Stock or fuel.....	10,804.03
Boarding cars	495.50
D. P. Kimball, Treasurer	18,866.30
Cash	5,280.50
Various persons	761.52
United States, Indian Department.....	\$ 847.56
Q. M. Department.....	29,163.69
P. O. Department.....	60,022.48
	<hr/>
	90,035.73

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR—Continued.

G. T. Crandell, paymaster.....	\$ 409.77
Moingona Coal Co	499.74
Agents	15,773.15
F. E. & Mo. Valley R. R., construction account.....	3,557.99
Immature coupons.....	31,710.00
Purchased bonds.....	5,000.00
American Express Co.....	213.30
Dividend on preferred stock.....	5,915.00
Rental.....	5,045.65
Interest	6.80
Car service.....	281.17
Operating expenses.....	97,855.62
Income account.....	12,415.18
Total.....	\$ 5,680,078.72

CR.

Capital stock—Common	\$1,899,400.00	
Preferred	169,000.00	\$ 2,068,400.00
First mortgage bonds	1,628,000.00	
United States Government bonds	1,628,320.00	
		3,256,320.00
Fremont, Elkhorn & Mo. Valley R. R. Co.....	21,632.38	
Iowa Falls & Sioux City R. R. Co	5,006.80	
Over due coupons	2,129.25	
Sioux City R. R. Contracting Co.....	11,073.99	
Bills payable.....	2,500.00	
Chicago, Iowa & Nebraska R. R.....	17,790.97	
Cedar Rapids & Mo. River R. R.....	25,000.00	
Vouchers.....	15,263.93	
Pay-rolls.....	14,633.21	
Sundry railroads	9,279.12	
Nebraska Air Line Lands	89,984.03	
River Sioux town lots	35.75	
Freight earnings	77,703.57	
Passenger earnings.....	24,473.94	
Mail earnings.	2,750.85	
Express earnings	660.90	
Miscellaneous earnings.....	1,711.93	
Profit and loss	33,728.10	
Total		\$ 5,680,078.72

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From Missouri Valley, Iowa, to short distance north of Onawa, 41 37-100 miles, November 28, 1867.

From above Onawa, Iowa, to short distance north of Sloan, 13.5 miles, December 27, 1867.

From above Sloan, Iowa, to Sioux City, 20.2 miles, March 1, 1868.

From Cal. Junction, Iowa, to Fremont, Nebraska, 32.35 miles, February 11, 1869.

Length of main line of road completed, from Sioux City to Missouri Valley and Fremont ...	107.42 miles.
Length of main line of road completed in Iowa	80.47 miles.
Length of main line of road completed in Nebraska.....	26.95 miles.
Total length of road belonging to this company	107.42 miles.
Aggregate length of sidings and other tracks not above enumerated	12.68 miles.
Same in Iowa	8.87 miles.
Aggregate length of tracks belonging to this company computed as single track.....	120.10 miles.
Same in Iowa.....	89.34 miles.
Gauge of track.....	4 ft. 8½ inches
Total length of tracks belonging to this company laid with iron rails [weights per yard, 56 lbs.].....	120.10 miles.

Roads belonging to other Companies, operated by this Company, under lease or Contract.

Name, description, and length of each?	
Fremont, Elkhorn & Missouri Valley R. R.; *length, from Fremont, Nebraska, to Wisner, Nebraska.....	51.09
Total miles of road operated by this company	158.51
Total miles of road operated by this company in Iowa.....	80.47

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 2; aggregate length, feet.....	320.00
Stone bridges, number of, none.	
Iron and wood bridges, combination, number of 1; aggregate length, feet.....	160.00
Wooden trestles, number of, 214; aggregate length, feet.....	13,648.00
Culverts, number of, 4; aggregate length, feet.....	240.00

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Across Little Sioux River....	Double intersection	Wood and iron	160 feet....	April, 1878.
One-half mile north of river	Pratt combination .....	.....	.....	.....
Sioux Station.....	Truss ..	.....	.....	.....

Crossings.

What railroads cross your road at grade in this state, and at what locality?

Illinois Central freight track railroad at Sioux City, within city limits.

Number of crossings of highways at grade in this State without protection.....89

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Omaha & N. W. R. R. at Blair, Nebraska. All trains come to a full stop within 400 feet of crossing. Illinois Central R. R. at Sioux City, within city limits. Speed of trains not to exceed six miles per hour; no stop. Illinois Central trains come to a full stop. Their track used only for freight purposes; regulations found to be sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? The whistle must always be sounded eighty rods before reaching a public highway, crossings at grade. Engine bell must be rung eighty rods before crossing a public highway, and continue ringing until it is passed. Yes.

*Length in all cases given in miles and decimals.

Stations.

Number of stations.....	22
Same in Iowa	12

Employees.

Number of persons regularly employed on all roads operated by company, including officials	322
Same in Iowa.....	247

Fencing.

How many miles of fencing have you on your road in Iowa? 7 18-100 miles.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

57.30 miles in Harrison county.

46.01 miles in Monona county.

39.77 miles in Woodbury county.

Aggregate amount, 143.08 miles.

ROLLING STOCK—WHOLE LINE.

Number of locomotives of more than 30-tons weight, exclusive of tender.....	2
Number of locomotives of more than 20-tons weight, exclusive of tender.....	11
Number of locomotives of more than 10-tons weight, exclusive of tender.....	None.
Number of passenger-cars—12-wheel.....	None.
Number of passenger-cars—8-wheel.....	8
Number of express and baggage-cars.....	6
Number of box freight-cars.....	73
Number of stock-cars.....	20
Number of platform-cars.....	27
Number of coal-cars.....	18
Number of conductors' way-cars... ..	6

Other cars as follows:

1 pay and office; 2 bridge; 1 pile driver-car.....	4
--	---

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains? 360 tons. Give the weight of engine generally used in Iowa. 28-ton engines.

Average number of passenger and express-cars that can be hauled on your regular trains by an engine of given power and weight? 22-ton engines; 5 cars. Give the weight of engine generally used. 28-ton engine 9 cars.

Number of locomotives equipped with train-brake? None. (Have since equipped 3.)

Number of passenger-cars equipped with train-brake? None. (Have since equipped 4.)

What kind of train-brake is in use on your road? Now use Westinghouse Air brake.

Number of passenger cars with Miller platform and buffer..... 7

Number of passenger cars with any other platform and buffer..... 1

TELEGRAPHS ON WHOLE LINE.

Miles of telegraph on line operated by company.....	107.42
Miles of telegraph owned by company.....	107.42
Number of telegraph offices in company's stations.....	11.00
Number of telegraph stations operated by company.....	4.00
Number of telegraph stations operated jointly by rail and telegraph companies	7.00

MILEAGE, TRAFFIC, Etc., IN IOWA.

Miles run by passenger trains during the year.....	105,163.00
Miles run by freight trains.....	48,617.00
Miles run by mixed trains.....	8,535.00
Total mileage of passenger, freight and mixed trains.....	162,315.00
Miles run by construction and other trains.....	3,430.00
Total train miles run.....	165,745.00
* Miles run by rented cars.....	820,444.00
Number of through passengers	18,574.00
Number of local passengers.....	30,603.00
Total number of passengers carried.....	49,177.00
Total passenger mileage, or passengers carried one mile.....	2,098,782.00
Average amount received from each passenger.....	\$1.56
Average distance traveled by each passenger.....	42.63
Number of tons of through freight carried.....	45,659 832
Total mileage of through freight.....	4,246,221.997
Number of tons of local freight carried	37,642.188
Total mileage of local freight.....	1,863,449.939
Total tons of freight carried	83,302.02
Total freight mileage, or tons carried one mile.....	6,109,671.936
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance, single fare.....	3 cents.
Average rate of fare per mile, received for through passengers.....	3 46-100 cents.
Average rate of fare per mile, received for local passengers.....	3 99-100 cents.
Average rate of fare per mile, for all passengers.....	3 65-100 cents.
Average rate received per mile, per ton for through freight.....	2 18-100 cents.
Average rate received per mile, per ton for local freight.....	3 03-100 cents.
Average rate received per mile, per ton for all freight carried.....	2 44-100 cents.
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains.....	10 8-10
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	108 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.. ..	150 tons.
Rate of speed of passenger and express trains including stops, 22 26-100 miles per hour.	
Rate of speed of freight trains, including stops, 11 21-100 miles per hour.	

* We rent no cars; the above is mileage made by foreign cars on the S. C. & P. R. R., and for which we pay the usual price— $\frac{3}{4}$ cents per mile.

Tonnage of Articles Transported on Whole Road, not including F. E. & M. V. R. R.

	TONS.	PER CENT.
Grain.....	29,432.213	27.1
Flour.	701.825	.7
Provisions (beef, pork, lard, etc.).....	357.870	.8
Animals.....	7,574.927	7.0
Other agricultural products.....	1,540.929	1.4
Lumber and forest products.....	34,336.750	31.6
Coal.....	3,288.667	3.0
Plaster.....	488.149	.5
Salt	2,110.475	1.9
Railroad iron — iron and steel rails.....	2,811.000	2.6
Stone and brick.....	870.803	.8
Manufacturers—articles shipped from point of production.....	3,085.207	2.8
Merchandise and other articles, not enumerated above	21,991.903	20.3
Total tons carried.....	108,590.218-1000	100

ADDITIONAL QUESTIONS.

Express Companies—Iowa Division.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company. One and one-half first class rates on all packages weighing in excess of twenty pounds, except on the following articles, destined to or coming from points east of Missouri Valley, on which we get one and one-tenth first class rates, viz: beer, butter, eggs, poultry, game, furs, fruit and vegetables.

Transportation Companies.

What freight and transportation companies run on your road? None.

Sleeping Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars run on night trains between Missouri Valley and Sioux City, we paying three cents per mile to owner (St. Paul & Sioux City R. R. Co.) Sleeping car fare between Missouri Valley and Sioux City \$1.50, in addition to regular passenger fare.

United States Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? U. S. Government withholds all compensation for mail service.

Lands—Congressional Grant.

State the number of acres of land your company has already received from the Congressional grants..... 39,876.63
State the number of acres yet to inure to your company from Congressional grants? Unknown.

State or Swamp Land Grant.

State the number of acres of swamp lands received from counties... 10,926.09
 State the number of acres yet to inure to your company from swamp
 lands granted to the counties? Unknown, if any.
 This company purchased lands along and near its line, amount-
 ing to..... 17,497.95 acres.
 Received from Congressional grants..... 39,876.63 acres.
 Received from state of Nebraska. 47,487.00 acres.
 Received from swamp lands, Woodbury county..... 10,926.09 acres.

Total..... 115,787.67 acres.
 Laid out in towns—estimated at..... 1,530.51 acres.
 Sold for cash, and on time..... 67,800.85 acres.
 Retained for railroad use 943.80 acres. 70,275.16 acres.

Residue estimated at..... 45,512.51 acres.

Together with all town lots, amounts due for contracted lands and lots and
 interest on same—and all other assets growing out of land transactions, was
 sold and conveyed to the Missouri Valley Land Company on May 1st, 1875,
 for the gross sum of \$200,000.00.

From the previous sales of purchased and granted lands and town lots,
 after paying taxes and expenses of sale and management, this company re-
 alized the net amount of \$105,868.68.

State the amount of city, county and township aid granted to your com-
 pany in exchange for stock or otherwise. Specify and locate each particular
 grant and the date when received, in city or county bonds, money or other-
 wise? Woodbury county swamp land indemnity collected of the United
 States by Woodbury county, and turned over to this company as donation,
 June 18, 1875, under contract made in 1866 or 1867, \$9,227.98.

ACCIDENTS TO PERSONS IN IOWA.

June 21, 1878—John Kitteringham, employe, brakeman, at California Junc-
 tion; left foot badly bruised by timber on S. C. & P. car No. 53 shoving forward
 against it while he was setting brake to make coupling. Resumed work, July
 1, 1878; was lame for some time, but has since fully recovered. Timber was
 too long for car and struck next car and was shoved along, catching his foot
 between it and the brake staff and dog.

In view of the many accidents which occur from railway employes getting
 their feet caught in frogs, switches, etc., please state whether your company
 has adopted any plan for preventing such accidents? None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Oliver Ames, North Easton, Mass.
 Vice-President, D. C. Blair, Belvidere, N. J.
 Secretary, P. E. Hall, Cedar Rapids, Iowa.
 Treasurer, David P. Kimball, Boston, Mass.
 General Manager, P. E. Hall, Cedar Rapids, Iowa.
 Superintendent, F. C. Hills, Mo. Valley, Iowa.
 Chief Engineer, J. E. Ainsworth, Mo. Valley, Iowa.
 Superintendent of Telegraph, F. W. Conger, Mo. Valley, Iowa.
 Auditor, Geo. T. Crandell, Cedar Rapids, Iowa.
 General Passenger Agent, F. C. Hills, Mo. Valley, Iowa.
 General Freight Agent, F. C. Hills, Mo. Valley, Iowa.
 Attorneys, general and local, Joy & Wright, Sioux City, E. S. Bailey, Clin-
 ton, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Mass.
 Fred L. Ames, North Easton, Mass.
 Oliver Ames, North Easton, Mass.
 John I. Blair, Blairstown, N. J.
 D. C. Blair, Belvidere, N. J.
 James Blair, Scranton, Pa.
 John M. Glidden, Boston, Mass.
 Frederick Nickerson, Boston, Mass.
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids.

Date of Annual Meeting of stockholders, third Wednesday in May.

Fiscal year of the company, March 31.

STATE OF IOWA, }
 County of Linn. }

P. E. Hall, General Manager of the Sioux City & Pacific Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

P. E. HALL.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of September, A. D., 1878.

[L. S.]

GEO. M. BETTESWORTH,
 Notary Public of Iowa, in and for Linn Co.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1878.

REPORT

OF THE

DAKOTA SOUTHERN & SIOUX CITY & PEMBINA RAILWAY COMPANIES,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association, {	.....*	D. S.	\$1,500,000.00
	.....†	Pem.	300,000.00
Par value of shares, {	.....	D. S.	\$ 100.00
	.....	Pem.	100.00
Average price received per share, {	.....	D. S.	100.00
	.....	Pem.	100.00
Number of stockholders at date of last election, {	.....	D. S.	9
	.....	Pem.	.....
Number of stockholders in Iowa at same date, {	.....	D. S.	None.
	.....	Pem.	
Capital stock authorized by vote of company, number of shares.....		D. S.	15,000
Capital stock authorized by vote of company, number of shares.....		Pem.	3,000
Capital stock issued [number of shares 15,000] amount paid in.....		D. S.	1,500,000.00
Capital stock issued [number of shares, 1,050] amount paid in.....		Pem.	105,000.00
Capital stock paid in preferred, and conditions of preference.....		D. S.	600,000.00
Second mortgage bonds exchanged for preferred stock, which said bonds were cancelled and preferred stock issued to holders of bonds in lieu thereof.			
Capital stock, total amount paid in as per books of the company.....		D. S.	1,500,000.00
Capital stock, total amount paid in as per books of the company.....		Pem.	105,000.00
Capital stock, total amount realized in cash and in property.....		D. S.	\$1,500,000.00
Capital stock, total amount realized in cash and in property.....		Pem.	105,000.00
Capital stock paid in per mile of road owned by company.....		D. S.	61.5 miles. 24,380.00
Capital stock paid in per mile of road owned by company.....		Pem.	17.5 miles. 6,000.00

* Dakota Southern Railway.
† Sioux City & Pembina Railway.

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, &c.....	D. S.	738,000.00
Estimated value of the road bed, including rails and bridges, etc.....	Pem.	210,000.00
Estimated value of rolling stock.....	D. S.	61,500.00
Estimated value of stations, buildings, and fixtures {	D. S.	9,500.00
Estimated value of stations, buildings, and fixtures {	Pem.	1,500.00
Estimated value of property per mile of road, { ...D. S. 61.5 miles.		13,154.00
Estimated value of property per mile of road, { ...Pem. 17.5 miles.		12,085.00

DEBT.

Funded debt as follows:		
1st mortgage bonds, D. S. (due 1894, bear interest at 7 per cent., gold, which is payable 1st of August and February,) amount..		600,000.00
1st mortgage bonds, Pem. (due 1908, bear interest at 7 per cent., which is payable 1st of June and December,) amount.....		105,000.00
2d mortgage bonds (due, see preferred stock.) D. S.		
Total amount of funded debt, {	D. S. \$	600,000.00
Total amount of funded debt, {	Pem.	105,000.00
Amount received from the same in cash, {	D. S. \$488,400.00	
Amount received from the same in cash, {	Pem. not sold.	
Unfunded debt, {	D. S.	2,100,000.00
Unfunded debt, {	Pem.	105,000.00
Other debts—current credit balances, etc., {	D. S.	26,659.89
Other debts—current credit balances, etc., {	Pem.	98,839.21
Total debt liabilities, {	D. S.	\$2,726,659.89
Total debt liabilities, {	Pem.	308,839.21
Amount of debt liabilities per mile of road, {D. S. 61.5 miles.		44,336.00
Amount of debt liabilities per mile of road, {Pem. 17.5 miles.		17,651.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	D. S.	2,684,659.89
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	Pem.	308,839.21
Contingent liabilities as a guarantor of bonds or debts of other corporations, specifying same. None.		

COST OF ROAD AND EQUIPMENT.

Construction of Road, and Branches (not reported separately), Built by Company.

Total cost of road and equipment.....	{ D. S. \$ 2,700,000.00
Total cost of road and equipment.....	{ Pem. 210,000.00
Average cost of same per mile.....	{ D. S. 43,902.00
Average cost of same per mile.....	{ Pem. 120,000.00
Proportion of same for Iowa.....	223,200.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

New passenger-cars, (combination car,) D. S.....	\$ 2,602.09
New freight-cars, D. S.....	1,500.00
Total.....	\$ 4,102.09

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rail with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? We have had no occasion for making improvements of this character.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, AND FREIGHT.

This includes the earnings of the Dakota Southern and Pembina, the later road being operated by the former. The earnings are given in gross, as no separate account is kept of the earnings of each road, nor of through and local business.

		PASSEN- GERS.	FREIGHT.
July,	1877.....	\$ 5,634.39	\$ 6,713.94
August,	1877....	3,667.71	8,040.62
September,	1877.....	4,611.73	20,197.94
October,	1877.....	5,062.55	26,725.61
November,	1877.....	4,488.60	19,086.48
December,	1877.....	2,979.42	11,524.37
January,	1878.....	2,807.59	12,754.02
February,	1878.....	2,761.80	12,938.02
March,	1878.....	4,759.16	12,186.23
April,	1878.....	5,595.70	14,593.02
May,	1878.....	4,857.15	14,804.23
June,	1878.....	4,230.57	13,257.79
Totals		\$ 51,456.37	\$172,822.27

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANE- OUS.
July,	1877.....	\$ 522.40	\$ 199.07	.....
August,	1877.....	522.40	306.29	.....
September,	1877.....	522.40	226.85	.....
October,	1877.....	522.40	157.01	.....
November,	1877.....	522.40	209.85	.....
December,	1877.....	522.40	158.82	.....
January,	1878.....	522.40	115.33	\$ 230.26
February,	1878.....	522.40	142.96	225.34
March,	1878.....	481.41	114.32	368.50
April,	1878.....	477.15	164.57	16.78
May,	1878.....	481.41	181.62	128.26
June,	1878.....	481.41	191.07	374.36
Totals		\$ 6,100.58	\$ 2,167.76	\$1,343.45

Recapitulation of Earnings.

Receipts from passengers.....	\$ 51,456.37
Receipts from express.....	2,167.76
Receipts from mails.....	6,100.58
<hr/>	
Total receipts from passenger traips.....	\$ 59,724.71
Receipts from passenger trains, per train mile run, 38,498 miles.....	\$ 1.55
Receipts from freight... ..	172,822.27
Receipts from freight trains, per train mile run, 48,789 miles..	3.54
Receipts from miscellaneous sources.....	1,343.45
<hr/>	
Total earnings.....	\$233,890.43
Proportion for Iowa, D. S., 5.7 miles; Pem., 18.6 miles; total, 24 3 miles.....	\$ 37,463.00
Earnings per mile of road operated, 79 miles.....	233,890.43 2,960.63
Per train mile, for passenger, freight, and mixed trains, 87,287 miles.....	2.67

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage? No change made.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.*Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)*

Repairs of track—labor.....	\$ 21,744.93
Repairs of track—supplies (exclusive of new rails).....	17,717.24
Repairs of bridges—labor and supplies.....	1,802.79
Repairs of buildings—stations and water-tanks, etc.....	823.74
Repairs of telegraph	720.00
Repairs and additions to machine shops and machinery.....	1,200.00
Tools for road work.....	915.48
Road crossings, signs, etc.....	242.00
Removing ice and snow, Missouri river washouts and slides....	3,422.28
<hr/>	
Total	\$ 48,588.46

Class 2.—Maintenance of Motive Power and Cars.

For entire master-mechanics' Department—labor.....	\$ 17,305.05
for supplies.....	7,607.63
<hr/>	
Total.....	\$ 24,912.68

Class 3.—Conducting Transportation.

Fuel	\$ 12,476.35
Oil, waste and lights.....	874.60
Wages of employes—conductors, enginemen, brakemen, station-men, etc	21,416.02
Miscellaneous train and station supplies and expenses.....	1,529.66
Water supply	681.06
Loss and damage of goods.....	414.92
Injuries to persons.....	111.58
Damage for stock killed	73.96
Legal expenses.....	550.75
<hr/>	
Total	\$ 38,128.90

RETURNS OF COMPANIES.

851

Class 4.—General Expenses.

Salaries of the general officers of the company.....	\$ 4,700.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	203.92
Insurance.....	87.50
Taxes in Iowa.....	2,007.63
Taxes in other States.....	4,282.18
Advertising	586.41
All other expenses chargeable to this account.....	1,911.61
Total	\$ 13,729.25

Recapitulation of Expenses

Total expenses of operating the road (embraced in Classes 1, 2, 3 and 4).....	\$125,359.29
Proportion for Iowa.....	\$22,185.51
Per mile of road operated.	1,586.83
Per train mile for passenger, freight and mixed trains, 87,287 miles.....	1.44
Percentage of expenses to earnings.....	53½
Net earnings per train mile, 87,287 miles.....	1.24

GENERAL RECAPITULATION.

Total earnings,.....	\$233,890.43
Total operating expenses.....	125,359.29
Net earnings—earnings above operating expenses.....	108,531.14
Total receipts above operating expenses.....	\$108,531.14
Percentage of net earnings to stock and debt.....	3 3-4
Percentage of net earnings to cost of road and equip- ment.....	3 3-4

PAYMENTS FROM INCOME DIVIDENDS, Etc.

Interest paid during the year.....	\$ 25,984.31
Total interest liability for the year.....	25,984.31
Floating debt liquidated during the year.....	450,000.00
Dividends declared, — per cent for the year, amount.....	.....
Date of last dividend declared.....	.....
Balance for the year, or surplus	16,995.16
Surplus at the commencement of the year....	11,146.66
Total surplus.....	\$ 28,141.82
Paid to sinking funds in hands of trustees.....	\$42,000.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Construction account—Dakota Southern.....	\$2,823,414.49
Construction account—Sioux City & Pembina.....	210,000.00
Materials on hand.....	11,146.66
Operating expenses.....	56,280.83
Taxes	8,414.54
Interest, first mortgage bonds—D. S.....	9,250.74
Other interest accounts.....	5,386.93
Rolling stock.....	4,102.09
Assets.....	42,048.59
Sinking fund.....	42,000.00
Total.....	\$3,212,044.87

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78

Cr.

Common stock, Dakota Southern.....	\$ 1,500,000.00
Preferred stock, Dakota Southern.....	600,000.00
Common stock, Sioux City & Pembina	105,000.00
First mortgage bonds, Dakota Southern	600,000.00
First mortgage bonds, Sioux City & Pembina.....	105,000 00
Unfunded debt, Dakota Southern, and S. C. & Pembina.....	170,172.47
Gross earnings.....	103,730.58
Profit and loss.....	28,141.82
Total.....	\$ 3,212,044.87

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :	
From Sioux City, Iowa, to Elk Point, D. T., about Oct. 15th, 1872.	
From Elk Point, D. T., to Vermillion, about Nov. 30th, 1872.	
From Vermillion, D. T., to Yankton, about Feb. 1st, 1873.	
*Length of main line of road completed, from Sioux City to Yankton	61.5
Length of main line of road completed in Iowa.....	5.7 miles.
Length of main line of road completed in Dakota.....	55.3 miles.
Branches owned by company, viz.:	
Sioux City & Pembina, length.....	17.5 miles.
Total length of branches owned by company.....	17.5 miles.
Total length of branches owned by company in Iowa.....	12.9 miles.
Total length of branches owned by company in Dakota....	4.6 miles.
Total length of road belonging to this company	79
Aggregate length of sidings and other tracks not above enumerated, estimated	5
Same in Iowa.....	.75
Aggregate length of tracks belonging to this company computed as single track.....	84
Same in Iowa	19.35
Gauge of track, 4 feet 8½ inches.	
Total length of tracks belonging to this company laid with iron rails, weights per yard, 45 pounds.....	84
Total miles of road operated by this company, including sidings.....	84.00
Total miles of road operated by this company in Iowa, including sidings	19.35

Number of Bridges and Trestles on Whole Line in Iowa.

Wooden bridges, number of, 5; aggregate length, feet.....	640.00
Wooden trestles, number of, 22; aggregate length, feet	1,796.00
Culverts, number of, 10, aggregate length, feet.....	40.00

BRIDGES REBUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Iowa (Station, 25).....	Trestle	Pine	80 feet.....	June, 1878.....

*Length in all cases to be given in miles and decimals.

Crossings.

What railroads cross your road at grade in this State, and at what locality ?
None.

What railroads cross your road either over or under your road in this State,
and where? None.

Number of crossings of highways outside corporation limits, at grade
in this State without protection..... 7

Number of crossings of highways over railroads..... None.

Number of crossings of highways under railroads..... None.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? We have followed the requirements of the statutes in giving proper signals, and have found same sufficient. We have met with no accidents at highway or private crossings since road has been in operation.

Stations.

Number of stations..... 13

Same in Iowa..... 4

Employes.

Number of persons regularly employed on all roads operated by company, including officials..... 120

Same in Iowa..... 17

Fencing.

How many miles of fencing have you on your road in Iowa?..... 75-100

How many miles of fencing have you built during the year?..... None.

What was the average cost per rod?.....\$1.00 (estimated)

Total cost of same..... \$240.0

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

Eight miles in Woodbury county.

Twenty-five and eight-tenths miles in Plymouth county.

Aggregate amount, 33 8-10 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... None.

Number of locomotives of more than 20 tons weight, exclusive of tender..... 4

Number of passenger cars—8-wheel..... 2

Number of passenger cars—combination..... 1

Number of express and baggage cars..... 2

Number of box freight cars..... 49

Number of platform cars..... 20

Number of coal cars..... 6

Number of conductors' way-cars..... 2

Other cars as follows: hand, service and iron cars..... 19

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, (weight of engines, 26 tons)..... 200

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used, (weight of engine, 26 tons).....10 estimat'd

Number of locomotives equipped with train-brake.....	None.
Number of passenger cars equipped with train-brake.....	None.
What kind of train-brake is in use on your road? Common wheel brake.	
Number of passenger cars with Miller platform and buffer, including one combination car	3
Number of passenger cars with any other platform and buffer....	None.

TELEGRAPHS.

Miles of telegraph on line.....
---------------------------------	-------

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	38,498
Miles run by freight trains.....	423,208
Total mileage of passenger, freight and mixed trains.....	461,706
Total train miles run.....	461,706
Miles run by rented cars.....	389,911
Total passenger mileage, or passengers carried one mile.....	885,217
Average amount received from each passenger.....	.058
Total tons of freight carried.....	66,413
Total freight mileage, or tons carried one mile.....	3,256,525
Highest rate of fare per mile, for any distance.....	.06
Lowest rate of fare per mile, for any distance, (single fare,) 1,000 mile tickets, 3 cents.....	.06
Average rate received per mile for all freight carried.....	.053
Average number of cars in passenger trains, including baggage cars.....	2
Average number of cars in freight trains, estimated.....	15
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers, estimated,	66 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight, estimated	176 tons.
Rate of speed of passenger and express trains, including stops, 15 miles per hour.	
Rate of speed of freight trains, including stops, 12 miles per hour.	

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	33,797	.51
Flour	1,260	.02
Provisions (beef, pork, lard, etc).....	759	.01
Animals	1,679	.02½
Other agricultural products.....	337	.00½
Lumber and forest products.....	13,189	.20
Coal	1,629	.02½
Plaster	76	.01
Salt.....	485	
Petroleum, (included in merchandise, etc.)	20	
Railroad iron - iron and steel rails	8	
Ores	913	.01½
Stone and brick	1,299	.02
Manufactures—articles shipped from point of production...	9,964	.16
Merchandise and other articles, not enumerated above		
Total tons carried	65,418	100

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company; they pay $1\frac{1}{2}$ first-class tariff per 100 pounds, monthly. They do a general express business, and their freights are received and delivered at the several stations by their employes.

What freight and transportation companies run on your road? None.

Do sleeping, parlor or dining-room-cars run on your road? None run on this road.

What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service? \$4,426.56 per annum on Dakota Southern, for one year ending June 30th, 1879; \$1,283.16 per annum on Sioux City & Pembina, for one year ending June 30th, 1879.

Lands—Congressional, State, and Swamp Land Grant.

State the number of acres of land your company has already received from grants. None.

State the number of acres yet to inure to your company from grants. None.

Summary.

State the value of donations of right-of-way and station grounds to your company. \$1,000, estimated.

State the value of donations of other real estate to your company. Nothing.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Yankton county, Dakota, \$200,000 in county bonds, given in exchange for stock of the Dakota Southern Railway.

Elk Point township, Union county, Dakota, \$15,000 in township bonds, given in exchange for stock of the Dakota Southern Railway.

The Sioux City & Pembina Railway received aid as follows: Sioux City township voted a tax of 3 per cent., in 1871, and there was collected and paid to said company on same, about \$46,000. Sioux township, in Plymouth county, Iowa, voted a tax of 4 per cent., in 1871, on which there was collected and paid to said company, about \$10,000. Johnson township, Plymouth county, Iowa, voted a tax of 5 per cent., in 1871, amounting to about \$6,000, upon which there has been collected and paid to said company, about \$4,000.

Some further aid has been voted beyond the point to which the road is now completed, to aid extending the same.

ACCIDENTS TO PERSONS IN IOWA.

January 15th, 1878—A. M. Bunker, brakeman on freight train, at Sioux City, Iowa; while coupling freight cars in switch yard, lost the forefinger of his left hand. While attempting to couple the cars his foot slipped, and, in endeavoring to save himself, his finger was caught between the drawbars, rendering amputation of same necessary.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Chas. G. Wicker, Sioux City, Iowa.
 Secretary, W. A. Burleigh, Yankton, Dakota.
 Treasurer, Geo. E. Merchant, Sioux City, Iowa.
 General Manager, Chas. G. Wicker, Sioux City, Iowa.
 General Superintendent, Geo. E. Merchant, Sioux City, Iowa.
 Division Superintendents. None.
 Auditor, Charles H. Longman, Sioux City, Iowa.
 General Passenger Agent, Geo. E. Merchant, Sioux City, Iowa.
 General Freight Agent, Geo. E. Merchant, Sioux City, Iowa.
 Attorneys, general and local, Wilmot W. Brookings, Yankton, Dakota.

NAMES OF DIRECTORS WITH RESIDENCE.

Chas. G. Wicker, Battle Creek, Michigan.
 Wilmot W. Brookings, Yankton, Dakota.
 J. R. Hanson, Yankton, Dakota.
 Walter A. Burleigh, Yankton, Dakota.
 J. M. Stone, Yankton, Dakota.
 D. T. Bramble, Yankton, Dakota.
 J. C. McVey, Yankton, Dakota.

General offices Dakota Southern, Yankton Dakota.

Date of annual meeting of stockholders, second Tuesday in October.

Fiscal year of company, January 1st to December 31st.

Names of stockholders authorized to vote at last annual meeting, and shares of each. (To be reported separately.) Chas. G. Wicker, 12,500; W. W. Brookings, 35; W. A. Burleigh, 10; J. R. Hanson, 50; J. M. Stone, 30; D. F. Bramble, 50; J. C. McVey, 10; Yankton Co., 2,000; Elk Point Twp., 150 for the Dakota Southern, and C. G. Wicker, 1,050 shares of S. C. & Pem.

STATE OF IOWA, }
 County of Woodbury. }

J. H. Longman, Auditor of the Dakota Southern & Sioux City & Pembina Railroads, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

J. H. LONGMAN,
 Auditor.

[L. s. R. R.]

Subscribed and sworn to before me, this 10th day of September, A. D., 1878.

[L. s.]

T. G. HENDERSON,
 Notary Public, in and for Woodbury Co., Iowa.

Received and filed in the office of the Commissioners of Railroads, this 12th day of September, 1878.

REPORT

OF THE

SIOUX CITY & ST. PAUL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,500,000.00
Par value of shares.....	\$ 100.00
Average price received per share	Par.
Number of stockholders at date of last election.....	142
Number of stockholders in Iowa at same date.....	1
Amount of full-paid stock held in Iowa.....	\$ 5,000.00
Capital stock authorized by vote of company, number of shares.....	.....
Capital stock issued, number of shares 28,000, amount paid in	2,800,000.00
Capital stock, total amount realized in cash.....	\$2,800,000.00
Capital stock paid in per mile of road owned by company, 123½ miles.....	22,672.00

DEBT.

Funded debt, as follows:

First mortgage bonds (due Nov. 1, 1901, bear interest at 8 per cent. currency, which is payable semi-annually,) amount..	\$ 1,240,000.00
First mortgage bonds (due Nov. 1, 1901, bear interest at 7 per cent. gold, which is payable semi-annually,) amount.....	500,000.00
Second mortgage bonds (due, bear interest at 8 per cent., which is payable semi-annually,) amount.....	503,000.00
Equipment mortgage bonds (due June 1, 1878, bear interest at 10 per cent., which is payable semi-annually,) amount..	123,500.00
Unpaid coupons on first and second mortgage bonds, accu- mulated since and including May, 1875, are in process of adjustment. Exact amount now outstanding cannot be stated.	

Total amount of funded debt, exclusive unpaid coupons.	\$ 2,366,500.00
Amount received from the same in cash, cannot be stated.	
Amount received from the same in property, cannot be stated.	
Other debts—current credit balances, etc., none.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$5,457,933.82
Average cost of same per mile (148 miles).....	36,878.00
Proportion of same for Iowa.....	55 per cent.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Construction.....	\$ 9,171.55
Additional equipment.....	12,453.35
Total.....	\$ 21,624.90

State the policy pursued by your company in regard to permanent improvement and repairs. We charge to construction the difference between the cost of renewing iron rails with iron and replacing them with steel; also the difference between the cost of renewing wooden bridges with wood and replacing them with iron and stone structures.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1877.....	\$ 5,147.00	\$ 13,342.68
August,	1877.....	5,974.90	15,295.55
September,	1877.....	6,919.20	32,992.88
October,	1877.....	9,560.77	45,634.75
November,	1877.....	7,539.57	39,357.71
December,	1877.....	5,129.31	22,866.39
January,	1878.....	5,267.86	18,011.58
February,	1878.....	5,293.00	20,761.12
March,	1878.....	8,466.68	22,044.70
April,	1878.....	9,430.55	17,104.25
May,	1878.....	9,582.31	21,283.55
June,	1878.....	7,822.38	19,575.96
Totals.....		\$86,233.53	\$283,275.52

RETURNS OF COMPANIES.

859

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLA- NEOUS.
July, 1877.....	\$ 708.08	\$ 500.00	\$ 1,233.19
August, 1877.....	708.08	500.00	1,436.18
September, 1877.....	708.08	500.00	1,002.63
October, 1877.....	708.08	500.00	2,446.81
November, 1877.....	708.08	500.00	1,026.72
December, 1877.....	708.08	500.00	4,329.53
January, 1878.....	589.58	500.00	1,440.70
February, 1878.....	589.58	500.00	917.23
March, 1878.....	589.58	500.00	1,764.27
April, 1878.....	589.58	500.00	1,239.82
May, 1878.....	589.58	500.00	1,122.53
June, 1878.....	589.58	500.00	1,294.01
Totals.....	\$7,785.96	\$6,000.00	\$19,253.62

Recapitulation of Earnings.

Receipts from passengers.....	\$ 86,233.53
Receipts for express.....	6,000.00
Receipts for mails.. ..	7,785.96
Total receipts from passenger trains.....	\$100,019.49
Receipts from passenger trains, per train mile run, 94,600 miles, \$1.05.	
Total receipts from freight trains.....	288,275.52
Receipts from freight trains, per train mile run, 136,460 miles, \$2.11 2-10.	
Receipts from miscellaneous sources.....	19,253.62
Total earnings.....	\$407,548.63
Proportion for Iowa, 55 per cent.....	\$224,151.74
Earnings per mile of road operated, 148 miles.....	2,753.71
Per train mile, for passenger, freight and mixed trains, 231,060 miles.....	\$1.76 4-10
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage? No change.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Total	\$ 93,204.19
-------------	--------------

Class 2.—Maintenance of Motive Power and Cars.

Total	\$ 49,976.35
-------------	--------------

Class 3.—Conducting Transportation.

Fuel.....	\$ 34,697.44
Total.....	91,267.14

Class 4.—General Expenses.

Salaries of the general officers of the company, and general office expenses, including clerk hire, rent, fuel, lights, etc.....	\$	17,037.48
Insurance.....		1,008.00
Taxes in Iowa	\$8,589.78	
In other states, Minnesota	7,069.58	15,659.36
All other expenses chargeable to this account.....		4,816.87
Total	\$	272,969.39

Recapitulation of Expenses.

Total expenses of operating the road (embraced in classes, 1, 2, 3, and 4,) excluding taxes and insurance	\$	256,302.03
Proportion for Iowa	\$140,966.13	
Per mile of road operated	1,731.00	
Per train mile for passenger, freight and mixed trains, — miles	1.11 4.10	
Percentage of expenses to earnings.....	62 8.10	
Net earnings per train mile, 231,060 miles.....	0.65	

GENERAL RECAPITULATION.

Total earnings	\$	407,548.63
Total operating expenses		256,302.03
Net earnings—earnings above operating expenses		151,246.60
Percentage of net earnings to stock and debt.....	3	
Percentage of net earnings to cost of road and equipment..	2 7.10	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year, on floating debt.....	\$	4,509.96
Interest falling due during the year, but not paid, (funded debt).		202,899.20
Total interest liability for the year, including rents paid.....		244,369.89
Receipts less than operating expenses, interest, insurance, and taxes		109,790.65
Amount paid during the year for permanent improvements and charged to cost of road		9,171.55

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Railroad equipment and supplies	\$	5,457,933.92
Sioux City & St. Paul land bonds on hand.....		4,000.00
Capital stock—Worthington & Sioux Falls Railroad Co.		6,800.00
Real estate—on hand for sale.....		36,591.72
Equipment bond sinking fund, in hands of trustee.....		6,922.21
Notes and accounts—collectible.....		15,983.41
Total	\$	5,528,231.16

Cr.

Capital stock.....	\$2,800,000.00	
First mortgage bonds.....	1,740,000.00	
Second mortgage bonds.....	503,000.00	
Income bonds.....	293,240.00	
Equipment bonds, (mortgage on special equipment).....	123,500.00	
Profit and loss—balance for this and previous years.....	68,491.16	
Total.....	\$5,528,231.16	

PROFIT AND LOSS—STATEMENT.

Dr.

To taxes.....	\$ 15,659.36
Insurance	1,008.00
Interest paid.....	4,509.96
Interest accrued on funded debt.....	202,899.20
Interest on equipment bonds.....	13,329.64
Rents, Illinois Central Railroad.....	19,260.00
Rents, paid for elevators rents.....	4,371.09
Total	\$ 261,037.25

Cr.

By net earnings of road for the year—detailed statement on page 360	\$ 151,246.60
Balance—deficit in year's operation.....	109,790.65
Total.....	\$ 261,037.25

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use :

From St. James to Worthington, November, 1871.

From Worthington to Le Mars, Iowa, September, 1872.

Length of main line of road completed, from St. James to Le

Mars..... 123½ miles.

Length of main line completed in Iowa..... 57½ miles.

Total length of road belonging to this company..... 123½ miles.

Aggregate length of sidings and other tracks not above enumerated..... 8 11-100 miles.

Same in Iowa..... 3 49-100 miles.

Gauge of track..... 4 feet, 8½ inches.

Total length of tracks belonging to this company laid with steel rails [weights per yard, 50 pounds]..... 1 94-100 miles.

Total length of tracks belonging to this company laid with iron rails [weights per yard, 50 pounds]..... 121 56-100 miles.

Roads belonging to other Companies, operated by this Company, under lease or contract.

Name, description and length of each. This company operates jointly with Illinois Central Company the track owned by Iowa Falls & Sioux City R. Co., (24 miles,) between Le Mars and Sioux City, paying \$18,900 per annum, as our proportion of interest and taxes thereon, and also paying maintenance of expenses thereof in proportion to the mileage of our cars over same.

Total length of above road..... 24 miles.

Total miles of road operated by this company..... 147½

Total miles of road operated by this company in Iowa. 81½

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 5; aggregate length, feet..... 326

Pile bridges, number of, 82; aggregate length, feet..... 8,191

Crossings.

What railroads cross your road at grade in this state? None.

What railroads cross your road either over or under your grade in this state, and where? None.

Number of crossings of highways at grade in this state without protection? Unknown.

Number of crossings of highways at grade in this state, at which there are gates or flagmen? None.

Number of crossings of highways over railroad? None.

Number of crossing of highways under railroad? None.

Number of highway bridges 18 feet above track? None.

Number of highway bridges less than 18 feet above track? None.

What regulations govern your employes in regard to the crossings of public highways, and are they found to be sufficient? When approaching a highway crossing the whistle is sounded at eighty rods distance, and the bell is then rung until the crossing is passed. Within city limits speed is not to exceed six miles per hour. We find these sufficient.

What regulations govern your employes in regard to the crossings of other railroads, and are these regulations found to be sufficient? The train is to be brought to a full stop before crossing, and is to proceed only when the way is ascertained to be clear. These regulations we find sufficient.

Stations.

Number of stations.....	15
Same in Iowa	8

Fencing.

How many miles of fencing have you on your road in Iowa, in addition to snow fences 1.35 miles.

What was the average cost per rod? \$1.00

The total cost of same?\$ 432.00

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

35.98 miles in Osceola county.

13.24 miles in O'Brien county.

44.14 miles in Sioux county.

16.55 miles in Plymouth county.

Aggregate amount, 109.91 miles.

ROLLING STOCK.

* Number of locomotives of more than 30 tons weight, exclusive of tender.....	5
---	---

Number of locomotives of more than 20 tons weight, exclusive of tender	8
--	---

Number of passenger cars—8-wheel.....	6
---------------------------------------	---

Number of express and baggage cars	4
--	---

Number of box freight and stock cars	295
--	-----

Number of platform and coal cars.....	93
---------------------------------------	----

Number of conductors' way cars
--------------------------------------	-------

Other cars as follows: Hand, 42; pay car, 1; sleepers, 1½.

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.....

* Give the weight of heaviest locomotives in use. Our heaviest locomotive weighs 64,850 lbs.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 61,000 lbs. ; 8 cars.	
Number of locomotives equipped with train-brake.....	4
Number of passenger cars equipped with train-brake	7½
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer.....	7½
Number of passenger cars with any other platform and buffer.....	None.

TELEGRAPHS.

Miles of telegraph on line operated by company	147½
Miles of telegraph owned by company.....	0
Number of telegraph offices in company's stations	11
Number of telegraph stations operated by company	2
Number of telegraph stations operated jointly by rail and telegraph companies	9

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	94,600
Miles run by freight trains	136,400
<hr/>	
Total mileage of passenger, freight and mixed trains.....	231,060
Total number of passengers carried.....	44,463
Total passenger mileage, or passengers carried one mile.....	2,236,002
Average amount received from each passenger.....\$	1.94
Average distance traveled by each passenger	50 miles.
Total tons of freight carried.....	152,323
Total freight mileage, or tons carried one mile	15,781,914
Highest rate of fare per mile, for any distance	\$ 0.04
Lowest rate of fare per mile, for any distance (single fare), half fare .....	.02
Average rate of fare per mile, for all passengers .....	.03.86
Average rate received per mile, per ton for all freight carried.....	.01.83
Average number of cars in passenger trains, including baggage-cars.....	5
Average number of cars in freight trains.....	16.7
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	120 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	212 tons.
Rate of speed of passenger and express trains, including stops, per hour.....	23 miles.
Rate of speed of freight trains, including stops.....	10 miles.

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	56,613	37.2
Flour.....	1,454	1
Provisions (beef, pork, lard, etc.).....	2,266	1.5
Animals.....	1,569	1
Other agricultural products.....	.....	.....
Lumber and forest products.....	60,732	39.9
Coal.....	5,474	3.5
Merchandise and other articles, not enumerated above.....	24,215	15.9
<hr/>		<hr/>
Total tons carried.....	152,323	100

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company pay us \$6,000 per annum, and receive, transport and deliver all our money and other valuable packages free. They have half of one baggage-car on passenger trains daily, but may not load to exceed 5,000 pounds. We have nothing to do with their freight.

Transportation Companies.

What freight and transportation companies run on your road? No other freight or transportation companies run on this road.

Sleeping Cars.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars owned by the companies are run over St. Paul & Sioux City, Sioux City & St. Paul, Sioux City & Pacific, and Chicago & N. W. roads, on through passenger trains, and extra charge of \$1.50 to \$2.00, according to distance, is made for each section, whether occupied by one or more persons, between St. Paul and Council Bluffs.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Nothing—the three sleeping cars that make the line are owned by the St. Paul & Sioux City and Sioux City & St. Paul companies (each one-half), and the expense and earnings as sleepers are shared equally by those companies.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The mail and clerks are to be carried on the regular passenger train in apartments specially and conveniently fitted up for the care and distribution of the mail while on the road. The amount of compensation is in dispute, and cannot now be stated.

Lands—Congressional Grant in State of Iowa.

State the number of acres of land your company has already received from the Congressional grants.....	320,002.63
State the number of acres yet to inure to your company from Congressional grants.....	87,164.54
State the average price at which these lands are offered for sale by the company.....	\$4.50, cash.
State the average price at which these lands have been sold or contracted by the company.....	\$ 5.93
State the number of acres sold.....	125,508.72
State the amount received from sales.....	\$702,379.70
State the amount received from outstanding contracts.....	8,251.55
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	None.
State the gross amount received from sales, contracts, forfeited contracts, &c., up to June 30, 1878.....	\$710,631.25

Lands—State or Swamp Land Grant.

No State or swamp lands received by the company.

Summary.

Total amount of lands received by the company.....	320,002.63 acres.
Total amount of lands sold by company.....	119,808.25 acres.
Total amount of lands contracted by company.....	5,700.47 acres.
Total payments from sales, contracts, forfeited contracts, interest on deferred payments received by the company, (cash and land bonds).....	\$ 714,280.89
State the value of donations of right-of-way and station grounds to your company.....	Nothing.
State the value of donations of other real estate to your company.....	Nothing.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. Sioux City voted a tax as a bonus, for the construction of the shops at that place in 1872, amounting to \$30,000.

ACCIDENTS TO PERSONS IN IOWA.

No passenger has ever been killed or injured on this road, now six years in operation.

September 6th, 1877—Wm. Snetker, brakeman; had one finger crushed while coupling cars at East Orange.

December 12th, 1877—Frank Simmons, brakeman; slight injury to foot; caused by getting caught in track and engine backing against it, but not over it.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, E. F. Drake, St. Paul, Minn.
 Vice-President, A. H. Wilder, St. Paul, Minn.
 Secretary, W. H. Brown, New York.
 Treasurer, Horace Thompson, St. Paul, Minn.
 General Manager, J. W. Bishop, St. Paul, Minn.
 Superintendent, Jno. F. Lincoln, St. Paul, Minn.
 Chief Engineer, T. P. Gere, Saint Paul, Minnesota.
 Superintendent of Telegraph, Wm. H. Drake, Saint Paul, Minnesota.
 Auditor and Assistant Secretary, Geo. A. Hamilton, Saint Paul, Minnesota.
 General Passenger Agent, W. H. Dixon, Saint Paul, Minnesota.
 General Freight Agent, J. C. Boyden, Saint Paul, Minnesota.
 Attorneys, general and local, E. C. Palmer, Saint Paul, Minnesota, and J. H. Swan, Sioux City, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Adrian Iselin, New York.
 W. H. Brown, New York.
 Geo. I. Seney, New York.
 Alex. H. Rice, Boston, Massachusetts.
 G. W. Simmons, Boston, Massachusetts.
 E. F. Drake, Saint Paul, Minnesota.
 A. H. Wilder, Saint Paul, Minnesota.
 J. L. Memam, Saint Paul, Minnesota.
 Horace Thompson, Saint Paul, Minnesota.

General offices at Saint Paul, Minnesota.

Date of annual meeting of Stockholders, 1st Monday in May.

Fiscal year of the Company, January to December inclusive.

STATE OF MINNESOTA, }
County of Ramsey. }

J. W. Bishop, General Manager of the Sioux City & Saint Paul Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

J. W. BISHOP,
General Manager.

[L. S. R. R.]

Subscribed and sworn to before me, this 17th day of September, A. D., 1878.

GEO. A. HAMILTON,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

TOLEDO & NORTHWESTERN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 50,000.00
Par value of shares.....	\$ 100.00
Average price received per share	100.00
Number of stockholders at date of last election.....	7
Number of stockholders in Iowa at same date	7
Amount of full-paid stock held in Iowa	11,150.00
Capital stock issued [number of shares, 111½] amount paid in.....	11,150.00
Capital stock, total amount realized in cash	\$ 11,150.00
Capital stock paid in per mile of road owned by Company, 3 miles.	3,716.67

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc...	30,000.00
Estimated value of rolling stock	1,500.00
Estimated value of stations, buildings and fixtures	3,000.00
Estimated value of property per mile of road, 3 miles	11,500.00

DEBT.

Total debt liabilities.....	0
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees and such securities and debt-balances as do not represent permanent investments.....	0
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	0

COST OF ROAD AND EQUIPMENT.

Total expended for construction	\$ 50,000.00
Average cost of construction per mile of road (not including sidings)	
— miles	16,666.66
Cost of passenger, mail and baggage cars.....	3,000.00
Cost of machinery and tools	100.00
Total for equipment.....	\$ 3,100.00

Average cost of equipment per mile of road operated by company in this State.....	\$ 1,033.33
Total cost of road and equipment	53,100.00
Average cost of same per mile	17,700 00
Net addition to property account for the year.....	0

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, MAILS, EXPRESS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.	MAILS.	EXPRESS.
July, 1877	\$	90.08	\$ 433.39	\$ 25.00	\$ 8 33
August, 1877		64.05	404.00	25.00	8.33
September, 1877		90.50	485.00	25.00	8.33
October, 1877		85.20	337.19	25.00	8.33
November, 1877		83.20	464.52	25.00	8.33
December, 1877		145.60	251.14	25.00	8.33
January, 1878		90.60	384.02	25.00	8.33
February, 1878		85.70	251.70	25.00	8.33
March, 1878		85.55	257.19	25.00	8.33
April, 1878		63.85	393.18	25.00	8.33
May, 1878		61.15	387.31	25.00	8.33
June, 1878		85.20	227.84	25.00	8.33
Totals	\$	1,030.68	\$ 4,276.48	\$ 300.00	\$ 99.96

Recapitulation of Earnings.

Receipts from passengers	\$1,030.68
Receipts for express.....	100.00
Receipts for mails.....	300.00
Total receipts from passenger trains.....	\$1 430.68
Receipts from passenger trains, per train mile run, 9,000 miles, \$0.159—	1,430.68
Receipts from freight.....	4,276.48
Receipts from freight trains, per train mile run, 9,000 miles, \$0.46 ⁵¹⁷ / ₁₄₄₀	
Total earnings.....	\$5,707.16
Earnings per mile of road operated, three miles,.....	\$ 769.05
Per train mile, for passenger, freight and mixed trains, 9,000 miles.....	\$ 0.63.2
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?.....	None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor.....	\$548.00
Repairs of track—exclusive of new rails	455.00
Tools for road work.....	25.00
New rails, deducting old rails sold	400.00
Total	\$1,428.00

RETURNS OF COMPANIES.

369

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives	0.00
Repairs of cars.....	0.00
Total	0.00

Class 3.—Conducting Transportation.

Fuel	100.00
Oil, waste and lights	20.00
Wages of employes—conductors, enginemen, brakemen, stationmen, etc., and clerks ..	1,788.16
Miscellaneous train and station expenses	1,004.00
Damage for stock killed....	10.00
All other expenses chargeable to this account.....	
Total	\$3,012.16

Class 4.—General Expenses.

Salaries of the general officers of the company.....	0.00
General office expenses, including clerk hire, rent, fuel, lights, etc....	0.00
Taxes in Iowa.....	120.33
Advertising.. ..	4.00
Printing and stationery	17.67
All other expenses chargeable to this account.....	
Total.....	142.00
Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$4,582.16
Per mile of road operated.....	\$1,541.33

GENERAL RECAPITULATION.

Total earnings..	5,707.16
Total operating expenses.....	4,582.16
Net earnings—earnings above operating expenses.....	1,125.00

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Total interest liability for the year.....	
Receipts above operating expenses and interest.....	1,125.00
Dividends declared, 10 per cent., for the year, amount.....	1,115.00
Date of last dividend declared, July, 1878.	
Surplus at the commencement of the year.....	10.00
State in what does the surplus consist—if moneys, where are they deposited, if securities, what are they? Toledo Savings Bank.	
Total surplus.....	\$ 10.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
Entire line January 1st, 1872.
*Length of main line of road completed, from Toledo to Tama City. 3 miles.
Aggregate length of sidings and other tracks not above enumerated.. 120 rods.
Gauge of track, 4 feet, 8½ inches.

*Length in all cases to be given in miles and decimals.

Total length of tracks belonging to this company laid with iron rails, [weights per yard, 56 pounds]..... 3 miles.
 Wooden bridges, number of on whole line, 4; aggregate length, 52 feet.
 Culverts, number of on whole line, 3; aggregate length, 8 feet.
 What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Sounding of whistle. Yes.
 Number of stations..... 1
 Number of persons regularly employed on all roads operated by company, including officials... 7
 How many miles of fencing have you on your road in Iowa..... 1½
 How many miles of fencing have you built during the year..... None.
 What was the average cost per rod.....\$1.00
 The total cost of same..... \$ 480.00

ROLLING STOCK.

Number of locomotives of more than 20 tons weight exclusive of tender..... 1
 Number of passenger cars—8-wheel..... 1
 Other cars as follows: one hand car.
 Number of locomotives equipped with train-brake..... 0.00
 Total mileage of trains (all trains are mixed)..... 9,000

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. F. Johnston.
 Vice-President, L. Clark.
 Secretary, L. B. Nelson.
 Treasurer, H. Galley.
 General Superintendent, C. C. Whitten.

NAMES OF DIRECTORS WITH RESIDENCE.

C. C. Whitten, Toledo, Iowa.
 W. F. Johnston, Toledo, Iowa.
 H. Galley, Toledo, Iowa.
 L. Clark, Toledo, Iowa.
 L. B. Nelson, Toledo, Iowa.
 John Connell, Toledo, Iowa.
 D. D. Applegate, Toledo, Iowa.

STATE OF IOWA, }
 County of Tama. }

We, W. F. Johnston, President, and C. C. Whitten, Superintendent, of the Toledo & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1878, to the best of their knowledge and belief.

[L. S. OF R. R.] (Signed,) W. F. JOHNSTON,
 C. C. WHITTEN.

Subscribed and sworn to before me this 8th day of November, A. D., 1878.

[L. S.] J. W. WILLETT,
 Notary Public in and for Tama Co., Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19th day of November, 1878.

REPORT

OF THE

BURLINGTON & NORTHWESTERN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....\$3,000,000.00
Par value of shares.....\$100.00

Owing to the incomplete state of our stock collections, no regular stock books have been opened. The total amount paid in cash and notes is \$185,442.48! but a portion of the notes are uncollectible. Our stockholders are almost entirely residents of Des Moines and Henry counties, Iowa.

DEBT.

We have no funded debt. Our net indebtedness June 30, 1878, was about \$60,000.00. We have issued bonds to the amount of \$100,000.00 on the road-bed, and to the amount of \$25,000.00 on equipment, which have been in the main hypothecated for the debt above mentioned, but not a bond has been sold.

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not reported separately) Built by Company.

Grading and masonry.....	\$ 19,589.48
Bridging.....	4,795.84
Superstructure, including rails.....	98,447.13
Land, land damages and fences.....	3,449.79
Passenger and freight stations, wood and coal sheds, water stations, engine-houses, car sheds, and turn-tables.....	7,448.13
Interest paid during construction, discount, etc.....	6,571.93
Engineering, agencies, salaries, and other expenses during construction.....	12,907.12
All other items charged to construction not enumerated above...	652.50

Total expended for construction.....	\$153,861.92
Average cost of construction per mile of road, (not including sidings) 24 miles.....	6,410.91
Proportion of cost of construction for Iowa. All in Iowa.,	

Cost of Equipment.

Locomotives.....	12,000.00
Passenger, mail and baggage cars.....	5,860.00
Freight and other cars.....	11,345.00
Machinery, tools and sundries.....	3,030.19
Total for equipment.....	\$ 32,235.19
Average cost of equipment per mile of road operated by company in the State.....	1,343.13
Proportion of cost of equipment for Iowa. All in Iowa.	

Cost of Road and Equipment.

Total cost of road and equipment.....	\$186,097.11
Average cost of same per mile.....	7,754.04
Proportion of same for Iowa. All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Passenger and freight stations, wood-sheds and water stations....	\$ 415.42
New fences.....	26.19
Surfacing track.....	1,164.75
Net addition to property account for the year.....	1,606.36

State the policy pursued by your company in regard to permanent improvement and repairs. Road new. No improvements of this kind made yet.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT AND EXPRESS.

		PASSEN- GERS.	FREIGHT.	EXPRESS.
July, 1877		\$ 289.50	\$ 604.26	\$ 38.51
August, 1877.....		353.50	750.68	21.79
September, 1877.....		355.74	827.92	21.85
October, 1877.....		305.20	742.07	17.18
November, 1877.....		306.77	983.63	28.53
December, 1877.....		398.46	2,149.42	25.50
January, 1878.		333.89	1,360.41	20.99
February, 1878.....		377.36	620.59	26.19
March, 1878.....		381.32	674.05	30.67
April, 1878.....		215.95	597.11	17.77
May, 1878.....		249.60	520.07	20.07
June, 1878.....		202.14	419.03	17.07
Totals		\$3,767.73	\$ 10,249.24	\$ 286.12

RETURNS OF COMPANIES.

873

Recapitulation of Earnings.

Receipts from passengers	\$ 3,767.73
Receipts for express.....	286.12
Receipts for mails.....	846.90

Total receipts from passenger trains.....	\$ 4,900.75
Receipts from freight.....	10,249.24

Total earnings	\$15,149.99
Earnings per mile of road operated, [24 miles, \$631.25.]	

Have you made any advance or reduction in freight since the enactment of chapter 77, of the laws of the Seventeenth General Assembly—if so, what percentage? No change.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to operating expenses).

Repairs of track—labor	\$2,370.75
Repairs of track—supplies (exclusive of new rails).....	51.45
Repairs of buildings—stations and water-tanks. etc	142.00
Tools for road work.....	27.15

Total.....	\$2,591.35
------------	------------

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger and freight locomotives—labor and supplies.....	\$ 34.18
Repairs of cars.....	580.90

Total.....	\$ 615.08
------------	-----------

Total expenses of operating the road	10,904.30
--	-----------

GENERAL RECAPITULATION.

Total earnings	\$15,149.99
Operating expenses	10,904.30
Net earnings—earnings above operating expenses.....	4,245.69

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year	6,288.53
Rental of track	4,155.75
Receipts less than operating expenses, interest and rental	6,198.59

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

DR.

Engineering	\$7,205.84
Expense	7,552.49
Right-of-way.....	3,115.90
Construction.....	124,066.60
Bills receivable	4,863.40
Interest.....	12,160.24
Equipment.....	32,235.19
Building	7,448.13
Operating	11,814.12
Repairs.....	5,320.72
Rent.....	7,182.65
Fencing.....	249.79
Cash	62.98

Total	\$223,278.05
-------------	--------------

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Cr.

Bills payable	62,828.13
Stock	135,442.43
Mail service	929.91
Freight service	16,023.40
Passenger service	6,407.96
Express service	330.04
Express (advanced)	1,169.96
Sundries	146.22
Total	\$223,278.05

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Burlington to Winfield, December 31, 1876.

Length of main line of road completed, from Burlington to Winfield, Iowa.

* Total length of road belonging to this company, all in Iowa.....19.8

Aggregate length of sidings and other tracks not above enumerated..... 1.0

Aggregate length of tracks belonging to this company computed as single track20.8

In addition to track reported above, this company has leased the right to run over 14.18 miles of the Burlington, Cedar Rapids & Northern Railway, by means of a third rail laid by this company on their ties. This company has also laid down and in use 8-10 miles of sidings on depot grounds belonging to the above corporation.

Gauge of track36 inches.

Total length of track belonging to this company laid with iron rails, weights per yard, 30 pounds..... 20.8

Total miles of road operated by this company, all in Iowa..... 34.9

Number of crossings of highways at grade in this state without protection, —

Number of crossings of highways at grade in this state, at which there are gates or flagmen? None.

Number of crossings of highways over railroad? None.

Number of crossings of highways under railroad? One.

Number of highway bridges 18 feet above track? None.

Number of highway bridges less than 18 feet above track? None.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Whistle sounded 1,000 feet from crossing, and bell rung till engine has passed the crossing.

Number of stations..... 8

Number of persons regularly employed on all roads operated by company, including officials, average 16

Fencing.

How many miles of fencing have you on your road in Iowa?

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

12 miles in Des Moines county.

5 and 7-10 miles in Henry county.

Aggregate amount, 17 7-10 miles.

* Length in all cases to be given in miles and decimals.

ROLLING STOCK.

*Number of locomotives of more than 10 tons weight exclusive of tender	2
Number of passenger cars—8-wheel.....	2
Number of box freight cars.....	14
Number of stock cars.....	5
Number of platform and coal cars.....	19
Number of conductors' way cars.....	1
What kind of train-brake is in use on your road? None.	
Number of passenger cars with Miller platform and buffer	2
Number of passenger cars with any other platform and buffer.....	1

MILEAGE, TRAFFIC, Etc.

Miles run by mixed trains, all trains mixed, estimated..	23,976
Total train miles run	23,976
Number of local passengers, estimated.....	8,592
Total number of passengers carried.....	8,592
Total passenger mileage, or passengers carried one mile.....	138,731
Average amount received from each passenger	43 9-10 cents.
Average distance traveled by each passenger	14 9-10 miles.
Total mileage of local freight, estimated.....	171,208
Total tons of freight carried, estimated	5,501
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare).....	1½ cents.
Average rate of fare per mile, for all passengers	2 7-10 cents.
Average rate received per mile, per ton for local freight.....	5 9-10 cents.

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American. Ordinary merchandise and express matter, per 100 pounds, 1½ first class freight rates of this company. On butter, eggs, game and poultry, per 100 pounds, 1½ first class freight rates. They do a general express business. Freights are taken at depot.

What freight and transportation companies run on your road? None.

United States Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$846.90 per annum for daily service.

ACCIDENTS TO PERSONS IN IOWA.—None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Thomas Hedge.
Vice-President, Charles Mason.
Secretary and Treasurer, R. M. Green.
General Superintendent, John T. Gerry.
Division Superintendents. None.
Chief Engineer, John T. Gerry.
Superintendent of Telegraph—None.
Auditor, President Hedge, *Ex-officio*.
General Passenger Agent—None.
General Freight Agent—None.
Attorneys, general and local, H. A. Kelley.
Receiver—None.

*Give the weight of heaviest locomotives in use. 85,000 lbs.

NAMES OF DIRECTORS, WITH RESIDENCE.

Thos. Hedge, Burlington, Iowa.
 Chas. Mason, Burlington, Iowa.
 E. D. Rand, Burlington, Iowa.
 John H. Gear, Burlington, Iowa.
 W. W. Baldwin, Burlington, Iowa.
 Richard Spencer, Burlington, Iowa.
 Wm. Gallies, Burlington, Iowa.
 David Leonard, Burlington, Iowa.
 John W. Gilbert, Burlington, Iowa.
 Geo. Millard, Burlington, Iowa.
 Geo. C. Lauman, Burlington, Iowa.
 R. Donahue, Burlington, Iowa.
 W. H. Cartwright, Mediapolis, Iowa.
 John W. Crawford, Crawfordsville, Iowa.
 J. M. F. Andrews, Winfield, Iowa.

General offices at Burlington, Iowa.

Date of annual meeting of stockholders, third Wednesday in June.

Fiscal year of the Company, May 30 and June 1.

STATE OF IOWA, }
 County of Des Moines. }

I, Thomas Hedge (from the 30th of June, 1877, to the 19th of June, 1878),
 President of the Burlington & Northwestern Railway Company, being duly
 sworn, deposes and says that he has caused the foregoing statements to be
 prepared by the proper officers and agents of this Company, and having care-
 fully examined the same, declare them to be a true, full, and correct state-
 ment of the condition and affairs of said Company on the 30th day of June,
 A. D., 1878, to the best of his knowledge and belief.

Signed,

[L. S. OF R. R.]

THOS. HEDGE,
Pres. Burlington & Northwestern Railway.

Subscribed and sworn to before me, this 11th day of October, A. D., 1878.

[L. S.]

R. M. GREEN,
Notary Public.

Received and filed in the office of the Commissioner of Railroads, this 12th
 day of October, 1878.

REPORT

OF THE

CROOKED CREEK RAILWAY & COAL COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$100,000.00
Par value of shares.....	\$ 35 00
Average price received per share	100.00
Number of stockholders at date of last election	8
Number of stockholders in Iowa at same date	3
Amount of full-paid stock held in Iowa.....	39,000.00
Capital stock authorized by vote of the company, [number of shares, 715.]	
Capital stock issued [number of shares, 715] amount paid in.....	71,500.00
Capital stock, total amount paid in as per books of the company...	71,500.00
Capital stock, total amount realized in cash	\$71,500.00
Capital stock paid in per mile of road owned by company, 8 miles.	8,935.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc..	30,983.00
Estimated value of rolling stock	6,050.00
Estimated value of stations, buildings, and fixtures.....	2,500.00
Estimated value of all other property, including investments in stocks and bonds of other corporations—Coal Company	17,687.62
Estimated value of property per mile of road, 8 miles.....	4,941.62

DEBT.

Total debt liabilities..... None.

COST OF ROAD AND EQUIPMENT.

Grading and masonry.....	8,000.00
Bridging.....	1,500.00
Superstructure, including rails.....	22,524.00
Land, land damages, and fences	6,055.00
Passenger and freight stations, wood and coal sheds, and water stations.....	3,034.00
Machine shops	None.
Interest paid during construction, discount, etc. Cannot give am't.	
Engineering, agencies, salaries, and other expenses during con- struction	500.00
All other items charged to construction not enumerated above. Cannot give amount.	
Total expended for construction.....	\$ 41,613.00
Average cost of construction per mile of road (not including sidings) 8 miles	5,201.75

Cost of Equipment.

Locomotives	6,500.00
Passenger, mail, and baggage cars	300.00
Freight and other cars	5,600.00
Machinery and tools.....	None.
Total for equipment	\$ 12,400.00
Average cost of equipment per mile of road operated by company in the State	1,550.00

Cost of Road and Equipment.

Total cost of road and equipment.....	54,013.00
Average cost of same per mile.....	6,751.75
Proportion of same for Iowa. All in Iowa.	
Any expenditures during year charged to property account, specify- ing same.....	None.

State the policy pursued by your company in regard to permanent improvement and repairs? When repairs to a bridge are necessary, the expense of the same is charged to expense account, and addition and extension is charged to construction account.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1877.....		\$ 17.22	\$ 286.53
August, 1877.....		18.65	333.82
September, 1877.....		20.30	444.74
October, 1877.....		26.60	594.45
November, 1877.....		55.75	398.47
December, 1877.....		50.30	313 16
January, 1878.....		63.30	570.54
February, 1878.....		58.68	259.57
March, 1878.....		37.93	159.67
April, 1878.....		58.39	197.15
May, 1878.....		14.95	337.10
June, 1878.....		18.15	303.70
Totals.....		\$440.22	\$4,248.90

Recapitulation of Expenses.

Receipts from passengers.....	\$ 440.22
Receipts for express.....	None.
Receipts for mails.....	None.
Total receipts from passenger trains.....	440.22
Total receipts from freight trains.....	4,248.90

Total earnings.....	\$4,698.12
Earnings per mile of road operated, 8 miles.....	\$586.14
Per train mile for passenger, freight and mixed trains, 8 miles,.....	56.814

Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage? None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor	\$ 960.00
Repairs of track—supplies (exclusive of new rails).....	100.00
Total.....	\$ 1,060.00

Class 2.—Maintenance of Motive Power and Cars.

Repairs of passenger locomotives—labor.....	\$ 15.00
Repairs of passenger locomotives—supplies.....	10.00
Total.....	\$ 25.00

Class 3.—Conducting Transportation.

Fuel.....	540.00
Oil, waste and lights.....	28.00
Wages of employes—conductors, enginemen, brakemen, station-men, etc.....	1,800.00
Miscellaneous train and station supplies.....	50.00
Legal expenses.....	150.00
Total.....	\$ 2,568.00

Class 4.—General Expenses.

Salaries of the general officers of the company.....	1,200.00
General office expenses, including clerk hire, rent, fuel, lights, etc.,	600.00
Taxes in Iowa	265.64
Printing and stationery.....	25.00
Total.....	\$ 2,090.64
Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$ 5,743.64
Per mile of road operated.....	\$717.95
Per train mile for passenger, freight, and mixed trains, 8 miles.....	89.74
Percentage of expenses to earnings, 11-9.	
Net loss per mile, 8 miles.....	186.84

GENERAL RECAPITULATION.

Total earnings.....	\$ 4,689.12
Total receipts during the year.....	\$4,689.12
Total operating expenses.....	5,743.64
Net loss.....	1,054.52
Date of last dividend declared. None declared.	
Surplus at the commencement of the year. None.	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Estimated value of road bed, including rails and bridges.....	\$ 30,983.00
Estimated value of rolling stock	6,050.00
Estimated value of stations, buildings and fixtures.....	2,500.00
Estimated value of coal land property.....	13,266.00
Loss on railroad—receipts less than operating expenses.....	1,054.52
Depreciation in value of property, and loss on coal company investment.....	17,646.48
Total... ..	\$ 71,500.00

Cr.

Capital stock issued.....	\$ 71,500.00
Total.....	\$ 71,500.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Lehigh, Iowa, to Judd, Iowa, October 15, 1876.

* Length of main line of road completed, from Lehigh to Judd.....	8.
Aggregate length of sidings and other tracks not above enumerated.....	1.5
Aggregate length of tracks belonging to this company computed as single track.....	9½
Gauge of track.....	3 feet.
Total length of tracks belonging to this company laid with iron rails, weight per yard, 30 pounds.....	9½ miles.
Wooden bridges, number of, 4; aggregate length, feet.....	30
Stone bridges, number of, —; aggregate length, feet.....	None.
Iron bridges, number of, —; aggregate length, feet.....	None.
Wooden trestles, number of, 4; aggregate length, feet.....	30
Culverts, number of, 3; aggregate length, feet.....	.....
Bridges built within the year.....	None.
What railroads cross your road at grade in this state.....	None.
Number of crossings of highways at grade in this state without protection.....	3
Number of crossings of highways at grade in this state at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	None.
Number of crossings of highways under railroad.....	None.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? Engineers blow whistle at crossings, and neither stock nor individuals have ever been killed.

Number of stations.....	2
Number of persons regularly employed on all roads operated by company, including officials.....	7

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

Eight miles in Webster county.

One-half of road runs through timber and ravine.

ROLLING STOCK.

Number of locomotives of 16½ tons weight, exclusive of tender.....	1
Number of express and baggage cars — caboose car.....	1
Number of box freight cars.....	None.
Number of stock and platform cars.....	2
Number of coal cars.....	28
Number of conductors' way cars.....	None.

Other cars as follows: Hand car.

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains,	75
---	----

Give the weight of engines generally used. 16½ ton.

What kind of train-brake is in use on your road? Ordinary.

TELEGRAPHS.

Miles of telegraph on line.....	None.
---------------------------------	-------

* Length in all cases given in miles and decimals.

MILEAGE, TRAFFIC, Etc.

Miles run by freight trains	9,984
Total train miles run.....	9,984
Total number of passengers carried.....	1,468
Total passenger mileage, or passengers carried one mile.....	5,502
Average distance traveled by each passenger.....	8 miles.
Number of tons of through freight carried.....	6,069
Total tons of freight carried.....	6,069
Highest rate of fare per mile, for any distance.....	3 $\frac{1}{2}$ cents.
Lowest rate of fare per mile, for any distance, (single fare).....	3 $\frac{1}{2}$ cents.
Average fare received for local passengers.....	30 cents.
Average fare for <i>all</i> passengers.....	30 cents.
Average rate received per mile, per ton for through freight.....	8 $\frac{1}{2}$ cents.
Average rate received per mile, per ton for local freight	8 $\frac{1}{2}$ cents.
Average rate received per mile, per ton for all freight carried.....	8 $\frac{1}{2}$ cents.
Rate of speed of freight trains, including stops. 10 miles per hour.	

Tonnage of Articles Transported.

	TONS.
Lumber and forest products.....	120
Coal.....	5,640
Petroleum	3
Merchandise and other articles not enumerated above.....	100
Total tons carried.....	5,863

ADDITIONAL QUESTIONS.

What express companies run on your road? None.

What freight and transportation companies run on your road? None.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? On September 2d, 1878, received for transportation of mails, \$113.45.

Lands.

State the number of acres of land your company has already received from the Congressional, State, or swamp land grants. None.

State the number of acres yet to inure to your company from Congressional, State, or swamp land grants. None.

Summary.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. None.

ACCIDENTS TO PERSONS IN IOWA—None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Walter C. Willson.
 Vice-President, Truman H. Judd.
 Secretary, Jacob M. Funk.
 Treasurer, Jacob M. Funk.
 General Manager, Walter C. Willson.
 General Superintendent, Walter C. Willson.
 General Passenger Agent, Daniel W. Taff.
 General Freight Agent, Daniel W. Taff.
 Attorneys, general and local, John F. Duncombe.

NAMES OF DIRECTORS WITH RESIDENCE.

W. C. Willson, Webster City.
J. M. Funk, Webster City.
T. H. Judd, Milwaukee.
George Burnham, Milwaukee.
John Q. Burnham, Milwaukee.
Charles L. Burnham, Milwaukee.

General offices at Lehigh, Iowa.

Date of annual meeting of stockholders, May 15.

Fiscal year of the company. None.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

STATE OF IOWA, }
County of Webster. }

Walter C. Willson, President, and J. M. Funk, Secretary and Treasurer, of the Crooked Creek Railway and Coal Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D., 1878, to the best of their knowledge and belief.

Signed,

[L. S. R. R.]

W. C. WILLSON,
JACOB M. FUNK.

Subscribed and sworn to before me, this 23d day of September, A. D., 1878.

PERCIVAL KNOWLES,

[L. S.]

Justice of the Peace.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

DES MOINES & MINNEAPOLIS RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association—\$12,000 per mile.	
Par value of shares.....	\$ 100.00
Average price received per share, with donations	50.00
Number of stockholders at date of last election	223
Number of stockholders in Iowa at same date.....	223
Amount of full-paid stock held in Iowa	165,900.00
Capital stock issued (number of shares 1,659), amount paid in, taxes and donations	\$167,280.00
Capital stock paid in, on shares not issued (number shares —)...	27,900.29
Capital stock paid in on common—see as above	165,190.29
Capital stock, total amount paid in as per books of the company...	165,190.29

ASSETS—CORPORATE PROPERTY.

Cost of the road-bed, including rails and bridges, etc.....	452,395.46
Cost of rolling stock.....	46,550.00
Cost of stations, buildings, and fixtures	12,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations, swamp lands and uncollected taxes	20,000.00
Cost of property per mile of road—58 miles	9,000.00

DEBT.

Funded debt as follows:

First mortgage bonds, due July 1, 1879, bear interest at 10 per cent., which is payable semi-annually, amount	130,000.00
Second mortgage bonds, due July 1, 1879, bear interest at 10 per cent., which is payable semi-annually, amount	48,000.00
First consolidated mortgage bonds, due October 1, 1897, bear interest at 7 per cent., which is payable semi-annually, amount.....	*54,000.00
Total amount of funded debt	232,000.00
Amount received from the same in cash	\$196,400.00
Amount received from the same in property. Small.	
Unfunded debt incurred for construction and equipment.....	*87,902.33
Other debts—current credit balances, etc., interest, etc., estimated..	10,000.00
Total debt liabilities	\$329,902.33
Amount of debt liabilities per mile of road, — miles....	\$5,688.00

*\$88,000, bonds in hands of treasurer to be applied on unfunded debt.

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$452,395.46
Average cost of construction per mile of road (not including sid- ings,) 57 miles.....	6,200.00

Cost of Equipment.

Locomotives.....	14,000.00
Snow-plows on wheels.....	600.00
Passenger, mail, and baggage-cars.....	11,400.00
Freight and other cars.....	20,550.00
Machinery and tools.....	1,097.00
Total for equipment.....	\$ 47,647.00
Average cost of equipment per mile of road operated by company in the State.....	822.00
Total cost of road and equipment.....	500,142.46
Average cost of same per mile.....	8,635.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Main line of extension or alteration of road.....	\$119,454.65
New ties and improvement of bridges.....	6,000.00
Net addition to property account for the year.....	119,454.65

State the policy pursued by your company in regard to permanent improve-
ment and repairs. We have done very little of gravel ballasting, but think
seriously of it. What reduction of grade has been made, has been charged to
operating expenses in repairs of track.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, FREIGHT, MAILS AND EXPRESS.

	PASSEN- GERS	FREIGHT.	MAILS.	EXPRESS.
July, 1877.....	\$ 2,667.71	\$ 2,160.66	\$ 154.67	\$ 90.67
August, 1877.....	2,141.02	3,003.56	154.67	90.00
September, 1877.....	2,373.88	2,920.05	154.67	94.16
October, 1877.....	3,115.35	2,312.19	154.67	89.94
November, 1877.....	2,228.83	2,200.27	154.67	86.38
December, 1877.....	2,678.34	2,711.27	154.67	107.95
January, 1878.....	2,567.02	2,762.33	154.67	101.50
February, 1878.....	2,334.64	2,124.71	154.67	112.20
March, 1878.....	2,836.44	2,182.23	154.67	175.00
April, 1878.....	2,473.62	2,164.68	154.67	175.00
May, 1878.....	2,740.10	3,054.12	154.67	175.00
June, 1878.....	2,428.78	3,491.21	154.67	175.00
Totals.....	\$ 30,584.73	\$31,157.38	\$ 1,856.00	\$ 1,472.80

These earnings have mostly been made on 37 miles of road, from Des Moines to
Ames. Trains have been run north of Ames for only a short time, except construc-
tion.

Recapitulation of Earnings.

Receipts from passengers.....	\$ 30,584.73
Receipts for express	1,472.80
Receipts for mails.....	1,856.00
Total receipts from passenger trains.....	33,913.53
Receipts from freight trains.....	31,157.38
Total earnings.....	\$ 65,068.91

Receipts other than Earnings.

Receipts from taxes.....	\$ 27,910.00
Receipts from sale of bonds of company not previously issued.....	38,400.00
Receipts from increase of floating debt.....	40,000.00

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Repairs of track—labor.....	\$ 8,637.62
Repairs of track—supplies (exclusive of new rails), ties.....	3,000.00
Repairs of locomotives and cars.....	4,939.48

Class 3.—Conducting Transportation.

Fuel and water.....	3,418.16
Oil, waste, and lights.....	654.20
Wages of employes—conductors, enginemen, brakemen, stationmen, etc.....	11,610.18
Loss and damage of goods.....	17.98
Injuries to persons.....	360.00
Damage for stock killed.....	377.57
Legal expenses.....	1,557.95

Class 4.—General Expenses.

Salaries of the general officers of the company.....	3,725.00
Taxes in Iowa.....	2,272.12
Advertising, printing and stationery.....	871.58
All other expenses chargeable to this account	809.63
Total.....	\$ 42,251.45
Per mile of road operated.....	\$1,182

GENERAL RECAPITULATION.

Total earnings.....	65,068.91
Total operating expenses.....	42,251.45
Net earnings—earnings above operating expenses.....	22,817.46

PAYMENTS FROM INCOME DIVIDENDS, Etc.

Interest paid during the year.....	15,744.19
Interest falling due during the year, but not paid.....	6,873.00
Total interest liability for the year.....	22,617.19
Amount paid during the year for permanent improvements and charged to cost of road.....	119,454.65
Amount paid during the year for permanent improvements and charged to operating expenses.....	1,450.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, '78.

Dr.

Construction.....	\$452,395.46
Rolling stock.....	46,552.07
Material.....	5,000.00
General assets:—	
Real estate.....	\$2,000.00
Swamp lands.....	7,496 81
Swamp land notes.....	785.00
Tools and machinery.....	1,097.93
Office fixtures.....	530.55
Bills receivable.....	1,408.82
Due from other roads.....	28.20
Due from agents.....	222.77
Due from individuals.....	1,869.80
Total.....	15,439.88
Operating expenses.....	42,251.47
Interest.....	15,744.19
Total.....	\$577,383.07

Cr.

Capital stock.....	\$165,900.00
Funded debt:	
First mortgage bonds.....	\$130,000 00
Second mortgage bonds.....	48,000 00
First construction.....	54,000.00— 232,000.00
Unfunded debt.....	87,902.33
Gross earnings.....	91,580.74
Total	\$577,383.07

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Des Moines to Ames, about July 26, 1874.

From Ames to Callanan, about April 1, 1878.

*Length of main line of road completed, from Des Moines to Ames.....	36.16
Length of line with track laid, if road is not completed.....	56.73
Total length of road belonging to this company.....	56.73
Aggregate length of sidings and other tracks not above enumerated.....	3.85
Aggregate length of tracks belonging to this company computed as single track.....	60.58
Gauge of track.....	3 ft.
Total length of tracks belonging to this company laid with iron rails....	60.58
Total miles of road operated by this company.....	56.37

Number of Bridges and Trestles on Whole Line.

Wooden bridges, number of, 37; aggregate length, feet.....	2,446
Wooden trestles, number of, 3; aggregate length, feet.....	170
Culverts, number of, 135; aggregate length, feet.....	675

* Length in all cases given in miles and decimals.

BRIDGES REBUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Ames to Callanan....	Trestle.....	Wood.....	752 feet..	Dec. Jan. Feb.

Crossings, Etc.

What railroads cross your road at grade in this state, and at what locality?
• Chicago & Northwestern Railroad at Ames, Story county.
Number of crossings of highways at grade in this state without protection..... 55
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient? Make a full stop. Yes.
What regulations govern your employes in regard to the crossing of public highways, and are these regulations found to be sufficient? The bell is rung.
Have had no accident at crossings.
Number of stations..... 14
Number of persons regularly employed on all roads operated by company, including officials,..... 80
How many miles of fencing have you on your road in Iowa? Not one full mile.
How many miles of fencing have you built during the year? None.
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
48 miles in Polk county.
48 miles in Story county.
14 miles in Hamilton county.

ROLLING STOCK.

Number of locomotives of more than 10 tons weight exclusive of tender. Two, and two others on lease.
Number of passenger cars—8-wheel..... 4
Number of express and baggage cars 2
Number of box freight cars..... 23
Number of stock cars 10
Number of platform cars..... 16
Number of conductors' way cars..... 1
Other cars as follows: Hand and push..... 20
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains..... 100
Give the weight of engines generally used. 14 to 16 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 14 tons; 6 cars.

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year..... 44,500
Miles run by mixed trains..... 29,500
Highest rate of fare per mile, for any distance..... 4 cents.
Lowest rate of fare per mile, for any distance (single fare)..... 2 cents.
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers. About 45 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....

Rate of speed of passenger and express trains, including stops..... 20 miles.
Rate of speed of freight trains, including stops..... 15 miles.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot, or at the office of such express company? American Express Company. Take their freight at depot. 1½ first class freight rates for tonnage carried.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Fifty dollars per mile per annum.

Lands—State or Swamp Land Grant.

State the number of acres of swamp lands received from counties— Polk	8,500
State the number of acres yet to inure to your company from swamp lands granted to the counties.....	
State the average price at which these lands are offered for sale by the company.....	\$ 6.25
State the average price at which these lands have been sold or contracted by the company.....	5.85
State the number of acres sold.....	5,322
State the number of acres contracted to be sold	128
State the amount received from sales	\$ 31,476.74
State the amount received from outstanding contracts	170.00
State gross amount received from sales, forfeited contracts, etc., up to June 30, 1878.....	31,646.74
State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise:	
Taxes Des Moines and Madison townships.....	\$38,000
Taxes Washington township, Story county.....	} 11,000
Taxes Lafayette township, Story.....	
Scott, Lyon, Ellsworth, and Lincoln tps., Hamilton county.....	27,900
Subscriptions—Des Moines City, Polk county, 1874 and 1875.....	18,000
Madison township, 1874 and 1875.....	4,500
Ames, Story county, 1874 and 1875.....	10,000
Polk county swamp lands.....	45,000
Deeded in 1874, 8,500 acres.....	42,000

ACCIDENTS TO PERSONS IN IOWA.

The only accident during the year, and in fact the only serious train accident in the history of the road, was at Des Moines, May 22, at 1:30 P. M., on the arrival of train No. 2 from Ames. Minnie Ohlander—a little girl 7 years old, daughter of W. C. Ohlander—was passing from Sycamore street south to Locust, and when within two hundred feet of our train, and just as it started to back, she stepped on the track, and between the rails, and was knocked down. The whole train passing over her, inflicting injuries from which she died one week afterwards.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, James Callanan.
 Vice-President, J. J. Smart.
 Secretary, C. B. Atkins.
 Treasurer, C. H. Getchell.
 General Superintendent, J. J. Smart.
 Chief Engineer, R. E. Hurley.
 General Passenger Agent, C. B. Atkins.
 General Freight Agent, C. B. Atkins.
 Attorneys, general and local, J. R. Barcroft.

NAMES OF DIRECTORS WITH RESIDENCE.

James Callanan, Des Moines.
 J. J. Smart, Des Moines.
 John M. Day, Des Moines.
 J. B. Stewart, Des Moines.
 C. H. Getchell, Des Moines.
 J. R. Barcroft, Des Moines.
 N. A. Rainbolt, Ames.

General offices at Des Moines.

Date of annual meeting of stockholders, Wednesday after second Tuesday in January.

Fiscal year of the Company, December 31.

STATE OF IOWA, }
 County of Polk. }

J. J. Smart, Vice-President and General Superintendent of the Des Moines & Minneapolis Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

J. J. SMART.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 26th day of September, A. D., 1878.

[L. S.]

J. B. STEWART,
 - Notary Public, Polk Co., Iowa.

Received and filed in the office of the Commissioners of Railroads, this 30th day of September, 1878.

REPORT

OF THE

IOWA EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1878.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$21,000 per mile.
Capital stock, total amount paid in as per books of the company.....	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, &c.....	\$ 2,000 per mile.
Estimated value of rolling stock.....	10,000
Estimated value of stations, buildings, and fixtures.....	4,000
Estimated value of property per mile of road, 19 1-10 miles...	2,733

DEBT.

Funded debt as follows:	
First mortgage bonds (due A. D., February 1902, bearing interest at 8 per cent., which is payable semi-annually,) amount.....	\$145,000
Of first mortgage bonds \$125,000, deposited to secure indebtedness, of which \$6,000 is unpaid.	
Total amount of funded debt.....	\$270,000.00
Amount received from the same in cash	136,000
Amount received from the same in property.....	
Unfunded debt incurred for construction, equipment, real estate, and in any other manner, and how? Unknown. Construction accounts not in possession of the company.	
Other debts—current credit balances, etc., for operating expenses..	10,050.00
Total debt liabilities.....	

COST OF ROAD AND EQUIPMENT.

These items cannot be accurately stated, as the construction accounts are not in possession of the company.

State the policy pursued by your company in regard to permanent improvement and repairs. Are not able to have any.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND MAILS.

		THROUGH.	LOCAL.	TOTAL.	MAILS.
July, 1877	\$	38.45	\$ 106.30	\$ 144.75	\$253.03
August, 1877		25.80	85.00	110.80	
September, 1877		47.50	115.30	162.80	
October, 1877		45.10	106.95	152.05	243.75
November, 1877		34.55	117.90	152.45	
December, 1877		70.65	143.55	214.20	
January, 1878		108.85	121.65	230.50	240.07
February, 1878		54.20	122.85	177.05	
March, 1878		84.60	100.85	185.45	
April, 1878		60.10	95.60	155.70	244.87
May, 1878		49.25	69.15	118.40	
June, 1878		35.90	64.85	100.75	
Totals	\$	654.95	\$1,249.95	\$1,904.90	\$ 981.72

FROM TRANSPORTATION OF FREIGHT AND EXPRESS.

		THROUGH.	LOCAL.	TOTAL.	EXPRESS.
July, 1877	\$	715.41	\$ 7.62	\$ 723.03	\$ 4.70
August, 1877		415.54	10.45	425.99	10.75
September, 1877		1,601.87	35.64	1,637.51	7.66
October, 1877		1,859.85	24.17	1,884.02	5.98
November, 1877		1,324.08	16.14	1,340.22	4.78
December, 1877		1,320.18	31.92	1,352.10	4.62
January, 1878		3,151.83	20.00	3,171.83	5.19
February, 1878		1,759.42	8.09	1,767.51	7.62
March, 1878		1,154.50	17.08	1,171.58	6.90
April, 1878		1,796.38	22.37	1,818.75	6.70
May, 1878 ..		1,646.65	23.45	1,670.10	6.12
June, 1878		1,233.11	14.58	1,247.69	5.77
Totals	\$	17,978.82	\$ 231.51	\$ 18,210.33	\$ 76.79

Recapitulation of Earnings.

Receipts from local passengers.....	\$	1,249.95
Receipts from through passengers		654.95
Receipts for express.....		76.79
Receipts for mails.....		981.72
Total receipts from passenger trains.....	\$	2,963.41
Receipts from local freight.....		231.51
Receipts from through freight		17,978.82
Total receipts from freight trains.....	\$	18,210.33

Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage? None made.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Class 1.—Maintenance of Way and Buildings (charged to Operating Expenses.)

Repairs of track—labor.....	\$ 1,718.86
Repairs of track—supplies (exclusive of new rails)...	547.70
Repairs of bridges—labor and supplies.....	41.06
Repairs of buildings—stations and water-tanks, etc.....	7.57
Tools for road work.....	51.35
Removin ice and snow.....	71.86
All other expenditures chargeable to this account...	538.96
Total.....	\$ 2,977.36

Class 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives—labor and supplies.....	\$ 461.69
Repairs of cars—labor and supplies.....	139.15
All other expenditures chargeable to this account.....	12.37
Total.....	\$ 613.21

Class 3.—Conducting Transportation.

Fuel.....	\$ 1,643.80
Oil, waste and lights.....	192.87
Wages of employes—conductors, enginemen, brakemen, station-men, etc.....	3,513.43
Miscellaneous train and station supplies.....	31.21
Water supply	34.40
Loss and damage of goods.....	2.39
Injuries to persons.....	.....
Damage for stock killed.....	130.62
Damage to property, including damages by fire.....	.....
Legal expenses	229.43
All other expenses chargeable to this account	1,543.25
Total.....	\$ 7,321.40

Class 4.—General Expenses.

Salaries of the general officers of the company.....	2,500.00
General office expenses, including clerk hire, rent, fuel, lights, etc..	50.00
Insurance.....	30.00
Taxes in Iowa.....	562.91
Printing and stationery.....	135.12
All other expenses chargeable to this account.....	.....
Total.....	\$ 3,278.03
Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>).....	14,190.00
Per mile of road operated..	\$742.93

GENERAL RECAPITULATION.

Total earnings.....	21,173.74
Total operating expenses.....	14,190.00
Net earnings—earnings above operating expenses.....	6,983.74

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Beulah to Stulta, October 1, 1872.

From Beulah to Elkader, November, 1875.

Length of main line of road completed, Beulah to Elkader, all in Iowa..... 19.1 miles.

Aggregate length of sidings and other tracks not above enumerated..... 8,500 feet.

Gauge of track..... 3 feet.

Total length of tracks belonging to this company laid with iron rails..... 15 miles.

Total length of tracks belonging to this company laid with wooden rails [weights per yard 35 and 30 lbs., maple 4x5.]..... 4.1 miles.

What railroads cross your road at grade in this state? None.

Number of crossings of highways at grade in this state without protection? All of them.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? No regulations necessary.

Number of stations..... 7

Number of persons regularly employed, on all roads operated by company, including officials..... 12

How many miles of fencing have you on your road in Iowa..... None.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... 1

Number of passenger cars—8-wheel..... 1

Number of express and baggage cars 2

Number of box freight cars..... 15

Number of stock cars, flats with racks... .. 8

Number of platform cars..... 7

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains..... 50

Give the weight of engines generally used..... 16 tons

What kind of train-brake is in use on your road? Common lever.

Number of passenger cars with Miller platform and buffer 1

MILEAGE, TRAFFIC, Etc.

Number of tons of freight carried..... 9,730

Number of tons of local freight carried..... 393

Total freight mileage, or tons carried one mile. 10,123

Tonnage of Articles Transported.

	TONS.	PER CENT.
Grain.....	4,610	.455
Flour.....	690	.068
Provisions (beef, pork, lard, etc.).....	908	.089
Animals.....	940	.093
Other agricultural products.....	73	.008
Lumber and forest products.....	1,645	.162
Coal.....	56	.006
Plaster.....	12	.001
Salt.....	443	.044
Other iron and castings.....	15	.002
Manufactures—articles shipped from point of production.....	92	.009
Merchandise and other articles, not enumerated above	634	.063
Total tons carried.....	10,123	1.00

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States; 8 cents for first 9 miles; 13 cents for 19.1 miles, per 100 pounds.

United States Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$50 per mile daily trip each way.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, E. H. Williams.
Vice-President, Wm. B. Fairfield.
Secretary, Frank Larrabee.
General Superintendent, H. Meyer.

NAMES OF DIRECTORS, WITH RESIDENCE.

E. H. Williams, Grand Meadow township, Iowa.
Wm. Larrabee, Clermont, Iowa.
Erank Larrabee, McGregor, Iowa.
Wm. B. Fairfield, Charles City, Iowa.
Geo. B. Fairfield, Hudson, New York.
J. J. Marvin, New York city.
O. W. Crary, National, Iowa.

General offices at Beulah, Clayton county, Iowa.
Date of annual meeting of stockholders, first Monday in March.
Fiscal year of the Company, January 1.

STATE OF IOWA, }
County of Clayton. }

H. Meyer, Superintendent of the Iowa Eastern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the 30th day of June, A. D., 1878, to the best of his knowledge and belief.

Signed,

H. MEYERS,
Superintendent.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 9th day of September, A. D., 1878.

ADAM SCHNEIDER,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioner of Railroads, this 17th. day of September, 1878.

REPORT

OF THE

WAUKON & MISSISSIPPI RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1878.

Length of road.....	23 miles.
Gauge of road.....	3 feet.
Capital stock issued.....	\$ 83,300 00
Capital stock, per mile.....	3,621.75
Funded debt.....	27,000 00
Unfunded debt, about.....	44,908.00
Debt, per mile.....	3,128.43
Total stock and debt, per mile.....	6,748.18
Cost of road	107,470.05
Cost of equipment.....	6,641.04
Cost of road and equipment, per mile.....	5,048.95
Total earnings for year ending June 30, 1878, about.....	17,400.00
Total operating expenses for year ending June 30, 1878	8,629.11
Interest falling due and paid for year.....	1,080.00
Interest falling due and unpaid for year. None.	
Total operating expenses, interest and rental for year.....	9,709.11
Excess of earnings above operating, interest and rental.....	7,690.89

This road began operating for business November 1, 1877. This is for 8 months—to June 30, 1878. Earnings and operating expenses are nearly correct, but may not be absolutely so.

Yours, respectfully,

F. O. WYATT.

APPENDIX.

PART I.

LEGISLATIVE ENACTMENTS UPON RAILROAD MATTERS VIEWED CHRONOLOGICALLY.

An Act of Congress, approved May 15, 1856, known as the Iowa Land Bill.

SECTION 1. Grants to the state of Iowa—for the purpose of aiding in the construction of railroads from Burlington, on the Mississippi river, to a point on the Missouri river near the mouth of the Platte river; from Davenport, via Iowa City and Fort Des Moines, to Council Bluffs; from Lyons City, northwesterly to a point of intersection with the main line of Iowa Central Air Line railroad, near Maquoketa, thence on said main line, running as near as practicable to the forty-second parallel, across said state of Iowa to the Missouri river; from the city of Dubuque to a point on the Missouri river near Sioux City, with a branch from the mouth of the Tete des Morts, to the nearest point on said road, to be completed as soon as the main road is completed; every alternate section of land designated by odd numbers, for six sections in width on each side of said roads. If, at the time line or route is definitely fixed, the United States has sold any odd-numbered sections above described, or if right of pre-emption has attached to the same, agents, appointed by the Governor of Iowa, are to select, subject to the approval of the Secretary of the Interior, from lands nearest to the tiers of sections above specified, so much land, in alternate sections or parts of sections, as shall equal the amount of granted lands sold, pre-empted, or otherwise appropriated; and the lands so granted and selected to be held by the state for the uses and purposes named; land not to be located further than fifteen miles from the lines of said roads; lands to be exclusively applied in the construction of the roads for and on account of which granted, and to be disposed of only as work progresses. All lands heretofore granted for objects of internal improvement or any other purpose reserved, except so far as necessary to locate the routes of the several railroads through the lands so reserved; in last case right-of-way only granted, subject to the approval of the President of the United States.

REPORT OF RAILROAD COMMISSIONERS.

Price of lands,
and rules as to
public and
private sale.

SEC. 2. Lands within the six mile limit remaining to the United States not to be sold for less than the double minimum price of the public lands when sold, and must be first offered at public sale at the increased price before they are subject to private entry.

Right of legis-
lature to dis-
pose of lands;
roads to be
public high-
ways; no toll
or charge al-
lowed for
transportation
of property or
troops of the
United States.
Governor of
state to certify
lands and lim-
itations as to
time.

SEC. 3. Land granted subject to the disposal of the legislature of the state for the purposes aforesaid, and no other. Railroads beneficiary to be and remain public highways for the use of the government of the United States free from toll or other charge upon the transportation of any property or troops of the United States.

SEC. 4. State to dispose of said lands only in manner following: A quantity not exceeding one hundred and twenty sections for each of said roads within a continuous length of twenty miles of each of said roads may be sold, the Governor of the state first to certify to Secretary of Interior that twenty continuous miles of said road are completed, and so from time to time till road is completed. If any of said roads are not completed within ten years, no further sale shall be made, and the lands unsold shall revert to the United States.

United States
mail to be
transported
over said roads
and how price
is to be fixed.

SEC. 5. The United States mail to be transported over said roads, under the direction of the post-office department, at such price as Congress may by law direct. Until price is fixed by law, Postmaster-General shall have power to determine the price.

*Chapter 1 of Acts, Resolutions, and Memorials, of the
Extra Session of the Fifth General Assembly
of Iowa, approved July 14, 1856.*

Acceptance of
grant.

SECTION 1. Land-grant accepted upon the terms, conditions, and restrictions, named in the act of Congress.

Grant of por-
tion of lands
to Burlington
& Missouri
River Rail-
road Compa'y.

SEC. 2. Lands, interest, rights, powers, and privileges granted by said act of Congress to aid, &c., a railroad from Burlington to mouth of Platte river, granted to the Burlington & Missouri River Railroad Company, a body corporate, created and existing under the laws of the State of Iowa.

Grant of por-
tion of lands
to Mississippi
& Missouri
Railroad Com-
pany.

SEC. 3. Lands, interest, right, powers, and privileges granted by said act of Congress to aid, &c., a railroad from Davenport, via Iowa City and Fort Des Moines, to Council Bluffs, granted and conferred upon the Mississippi & Missouri Railroad Company, a body corporate created and existing under the laws of the state of Iowa.

Grant of por-
tion of lands
to Iowa Cen-
tral Air-Line
Railroad.

SEC. 4. Lands, interests, rights, powers, and privileges granted by said act of Congress to aid, &c., a railroad from Lyons City northwesterly to a point of intersection with the main line of the Iowa Central Air Line Railroad near Maquoketa, thence on said main line, running as near as practicable to forty-second parallel, across said state to the Missouri river, granted to the Iowa Central Air Line Railroad Company, a body corporate, created and existing under the laws of the state of Iowa.

SEC. 5. Lands, interests, rights, powers, and privileges granted by said act of Congress to aid, &c., a railroad from Dubuque to a point on the Missouri river, at or near Sioux City, with a branch from the mouth of the Tete des Morts to the nearest point on said road, &c., granted to Dubuque & Pacific Railroad Company, a body corporate, created and existing under the laws of the state of Iowa.

Grants a portion of the lands to Dubuque & Pacific Railroad Company.

SEC. 6. Lines and routes to be definitely fixed on or before April 1st, A. D. 1857; maps or plots showing lines of road to be filed in the office of the Governor of the state of Iowa, and also in the office of the Secretary of State of the state of Iowa; made the duty of the Governor, after affixing his official signature, to file such map in the department having control of the public land in Washington. Such location final only so as to fix the limit and boundary within which lands may be selected. Governor to appoint agents for selection of lands as provided in act of Congress; railroad companies to pay agents' costs, expenses, and charges.

Lines and routes to be definitely fixed by April 1, 1857, maps to be filed in office of Governor, &c.

SEC. 7. "The Iowa Central Air-Line Railroad Company shall furnish, equip, and operate the branch of their railroad that will be constructed under this grant from Lyons City to the point of intersection with the main line of their road near Maquoketa in the same manner with their main line from the west, and as completely as though the same was a continuation of the main line, and shall never give any preference to the main line, or any part thereof, as defined in their articles of incorporation, by business arrangements, tariffs of prices, or otherwise over the said branch to their railroad."

Manner of operation, furnishing and equipment of the two branches of Iowa Central Air-Line road.

SEC. 8. Grants to several roads made upon the express condition, that, if either of said roads fail to have completed and equipped seventy five miles of its road within three years from December 1, 1856, and thirty miles in addition each year thereafter for five years, and the remainder of the whole line of road in one year thereafter, or on the first day of December, 1865, then the state can resume all rights granted hereby and all lands undisposed of.

Conditions of grant as to time of completion and equipment of road.

SEC. 9. Gauge of roads to be four feet eight and one-half inches; iron used in the track to be of approved quality and pattern; the roads to be completed and finished in a style and quality equal to the average of other first-class western roads; and when intersected by the roads of any other company, now or hereafter constructed, it shall be the duty of the roads receiving the benefits of this act to furnish all proper and reasonable facilities to join such other company in making all necessary crossings, turn-outs, sidings, and switches, and other conveniences necessary for the transportation of all freight and passengers over either or any road or roads hereby mutually accommodated, whether said passengers or freight are brought by the roads benefited by this act or other roads now or hereafter con-

Conditions as to gauge, style of finish, manner of operation and charges to connecting roads.

struoted, and at such rates as shall not in any case exceed the regular tariff of charges on such road or roads.

SEC. 10. Protects settlers by pre-emption at the time of the grant.

SEC. 11. Provides a form for the claims of pre-emption settlers, and authorizes the entry of lands not exceeding one hundred and sixty acres at two dollars and fifty cents per acre.

SEC. 12. Further provides mode by which settlers shall obtain patent and title.

Manner of acceptance of grant by the companies.

SEC. 13. Said companies benefited by this act "shall each severally assent to and accept the provisions of this act by a written instrument under the seal of such corporation, with the signatures of the proper officers within ninety days after the passage of this act, which said acceptance shall be filed in the office of the Secretary of State, and be by the Secretary recorded in the book by him kept for the recording of articles of association."

Companies accepting grant to be subject to rules and regulations provided by General Assembly of Iowa.

SEC. 14. "Railroad companies accepting the provisions of this act, shall at all times be subject to such rules and regulations as may from time to time be enacted and provided for by the General Assembly of Iowa not inconsistent with the provisions of this act, and the act of Congress making the grant."

Companies accepting grant to file in office of Secretary of State an annual report and items of said report.

SEC. 15. Companies benefited by "this act to make a regular annual report of their proceedings, at the usual time and place of electing their officers, exhibiting a detailed statement, as far as practicable, of the amount of their expenditures, liabilities, etc., a copy of which shall be filed in the office of the Secretary of State."

Companies accepting shall not have claim or recourse on state of Iowa

SEC. 16. That any of the companies accepting the benefits of "this act shall take the same with the conditions imposed and incumbrances specified in this act, and shall in no event have any claim or recourse whatever upon the State of Iowa for a misapplication of said grant, incumbrances, or conditions in this act imposed."

SEC. 17. Publication clause.

Chapter 174, Sixth General Assembly, approved January 28, 1857,

Authorizes a railroad bridge across Mississippi river at Burlington and fixes time for building same.

SECTION 1. Authorizes B. & M. R. R. Co. "to build, maintain, and use a railroad bridge over the Mississippi river" at or near Burlington, or that portion within the jurisdiction of the State of Iowa, "in such manner as shall not materially obstruct or interfere with the free navigation of said river, and to connect, by railroad or otherwise, such bridge with any railroad in the State of Illinois, terminating at or near said point; bridge to be commenced within three and completed within eight years."

Steam ferry authorized till bridge is completed.

SEC. 2. Authorizes a steam ferry by said company for transportation of freight and passengers until bridge is constructed.

Chapter 182, Sixth General Assembly, approved Jan. 28, 1857.

SECTION 1. Authorizes land-grant companies to make disposition of the lands by mortgage or deed of trust, for securing construction bonds for the completion of the roads; interest on bonds not to exceed ten per cent., companies not allowed to plead that such bonds are usurious or invalid; moneys realized from the bonds to be exclusively applied to the construction and equipment of the roads.

Land grant companies may mortgage lands to secure construction bonds.

SEC. 2. Such mortgages and deeds of trust made upon lands, roads, or the property of either, shall be a valid lien upon all property mentioned therein, and all rolling stock. Purchasers at trustees' sale, or mortgage foreclosure, have and enjoy all the rights of a purchaser at execution sale; but the rights of the State or the United States to the lands as a security for completion of the road not changed or modified; nor can such roads transfer except subject to the conditions of the land-grant.

Lien of mortgages and rights of purchasers at mortgage sale.

SEC. 3. Such mortgage or trust-deed to be recorded in each county through which road runs or in which land is located.

Where mortgage shall be recorded.

Chapter 216, Acts of Sixth General Assembly.

Keokuk, Fort Des Moines & Minnesota Railroad Company, and the Keokuk, Mt. Pleasant & Muscatine Railroad Company are authorized to issue construction bonds and mortgage their real, personal, or mixed property.

Chapter 225, Acts of Sixth General Assembly.

The Iowa Southern Railroad Company may issue construction bonds, and give a mortgage to secure same.

Chapter 80, Acts of the Seventh General Assembly.

Requires at least two trustees appointed by Dubuque and Pacific Railroad Company to be residents of the state of Iowa, regulating their election and issuance of the bonds and mortgage of the company.

Chapter 85, Acts of the Seventh General Assembly.

Sec. 689 of Code of 1851 provided that a "failure to comply substantially with the requirements of the Code (as to corporations for pecuniary profit) in relation to organization and publicity renders the individual property of all the stockholders liable for the corporate debts."

SECTION 1. Provides that "section 689 of the Code shall not be deemed and construed to be applicable to railroad corporations and corporators and stockholders in railroad companies."

SEC. 2. Railroad companies empowered to mortgage or execute deeds of trust of the whole or any part of their

Railroad companies may mortgage their property and issue bonds.

property and franchises to secure money borrowed for construction and equipment of roads and issue bonds for not less than \$500.00 secured by mortgage bearing interest not exceeding ten per cent. per annum convertible into stock. Companies may sell the bonds below their nominal or cash value but the bonds shall be valid and binding, and usury shall not be plead.

May mortgage property to be after acquired. Where mortgages shall be recorded and effect of record.

SEC. 3. Said mortgages may cover property to be after acquired.

SEC. 4. Mortgages to be recorded in each county through which the road runs or in which it owns lands and to cover rolling stock and personal property of company, and to give notice both as to real and personal property.

Chapter 89, Acts of Seventh General Assembly.

Railroad bridge at Dubuque authorized.

SEC. 1. Authorizes Dubuque and Pacific Railroad Company to build a railroad bridge across the Mississippi river at Dubuque; said bridge not to "be below the depot grounds now occupied by said Company on the island in said city, nor above Seventh street."

Bridge must have a wagon and carriage or foot passenger track, or both, and City Council fix rates for use of wagon and foot track.

SEC. 2. Bridge must "have a track for wagons and carriages, or track for foot passengers or both." City council may, from time to time, fix the tolls for the use of such wagon or foot-track.

Size of draw and bridge must not obstruct navigation.

SEC. 3. Bridge to have "a draw of not less than 200 feet," and "not to obstruct the navigation of" the river.

Time when bridge must be commenced and completed.

SEC. 4. Bridge to be commenced within 3 years, and completed within 5 years from April 1, 1858.

Any other connecting railroad may use bridge by paying a reasonable compensation.

SEC. 5. Bridge may be used by any Railroad connecting with the D. & P. R. R. Co. "at either end of said bridge by paying a reasonable compensation for such use."

If Dubuque & Pacific Railroad Company fail to build bridge any other railroad company may build it.

SEC. 6. If said D. & P. R. R. Co. or its assigns shall fail to commence and complete said bridge as herein provided, then any other railroad terminating in Dubuque, or having the right to run its trains of cars into said city, said company "is authorized to construct said bridge," commencing and completing within the time mentioned in the act; time to commence running from the failure of the D. & P. R. R. Co. to comply with the terms of this act.

Chapter 83, Acts of Seventh General Assembly.

Is a general law authorizing companies, corporations or persons to construct bridges over navigable rivers by notice and determination of the district court.

Chapter 99, Acts of Seventh General Assembly. Land-grant to Des Moines Valley Railroad.

The general grant of lands.

SEC. 1. All lands granted to the "Territory of Iowa by an act of Congress, approved August 8th, 1846," "to aid in the improvement of the navigation of the Des Moines river in said territory, and all lands and compensation

which may be given in extension or in lieu of any portion thereof," and all timber, stone, "and other material turned over to the state by the Des Moines Navigation and Railroad Company, in settlement with the state of Iowa, be and the same are hereby disposed of and granted to the Keokuk, Ft. Des Moines and Minnesota Railroad Company," "to aid in the construction of a railroad from the city of Keokuk, at the mouth of the Des Moines river up and along the valley of said river, by way of the city of Des Moines, to the northern line of the state, in the direction of the southern bend of the Minnesota or St. Peter's river, excepting" lands of said grant "heretofore sold by the state of Iowa, or which may hereafter be conveyed to the Des Moines Navigation and Railroad Company by virtue of a settlement now pending between the state and said company, and also so much of the said timber, stone, and other material as may be used in the completion of the locks and dams at Croton, Plymouth, Bentonsport, and Keosauqua. This grant to become operative" as soon as Congress shall assent thereto.

SEC. 2. Company grantee is to pay all liabilities against Des Moines River Navigation Company and against the State of Iowa growing out of said improvement, whether on contracts between the State and other parties or the Navigation and Railroad Company and other parties, or obligations assumed by the State in consequence of the proposed settlement with the Navigation and Railroad Companies to complete the locks and dams at Croton, Plymouth, Bentonsport, and Keosauqua; 50,000 acres of land set apart and held as security for the performance by the Railroad Company of its liabilities herein created, &c., &c.

What liabilities grantee is to pay.

SEC. 3. One hundred and twenty sections of land shall be granted for every 30 continuous miles of completed road, to be taken as nearly as practicable, in a body from the remaining lands nearest to the completed part of the road. The President and Chief Engineer to certify as to 20 miles built, under oath, to the Register of the State Land Office, and the Governor to issue upon said certificate patent for the lands, and so from time to time until three-fourths of said lands are exhausted. Lands to be applied exclusively in extending the construction of said railroad from Bentonsport. The remaining one-fourth of the lands to be certified as above set forth in construction of each 20 miles from Des Moines up the valley of the Des Moines river.

How lands are to be certified to grantee.

SEC. 4. If Company fails to have completed and equipped seventy-five miles of road, up the valley of the Des Moines from Bentonsport, within three years from Dec. 1st, 1858, 33 miles in addition each year thereafter for three years, and the remainder of the whole line in three years thereafter, or on the 1st of December, 1868, then "it shall

Time in which road is to be completed and equipped and consequence of failure.

Conditions
imposed upon
other land-
grant roads
imposed upon
this grantee.

be competent for the State of Iowa to reserve all rights to the lands hereby granted then remaining uncertified."

SEC. 5. All the provisions of an act of General Assembly of the State of Iowa, approved July 14, 1856, entitled "An act to accept the grant and carry into execution the trust conferred upon the State of Iowa by an act of Congress, entitled 'An act making a grant of lands to the State of Iowa in alternate sections, to aid in the construction of railroads in said State,' approved May 15th, 1856," embodied in this act, so far as applicable and not inconsistent with this act.

Chap. 115, Laws of Seventh General Assembly, approved March 22, 1858.

SECTION 1. Willfully and maliciously placing any obstruction on the railroad, or in any other way injuring said road, or doing any other thing thereto, whereby the life of any person is or may be endangered, punished by confinement in the State Penitentiary.

Chap. 132, Laws of Seventh General Assembly, approved March 22, 1858.

SECTION 1. People of counties owning swamp and overflowed lands may devote same or proceeds thereof to "making railroads through the " counties.

SEC. 2. Proper officers of county may contract and convey.

SEC. 3. Contract must be published in a newspaper four weeks and posted same length of time by posting in three public places in township and ratified by vote of people.

SEC. 4. Pre-emption rights protected.

SEC. 5. Prohibits appropriation of swamp and overflowed lands of counties attached to other counties for election, judicial, or other purposes. (Each county to control its own lands.)

Joint Resolution No. 4, Seventh General Assembly, approved March 22, 1858.

Propositions of settlement with the Des Moines Navigation and Railroad Company.

Joint Resolution No. 7, Seventh General Assembly, approved March 22, 1858.

Instructing the governor in certain contingencies to enjoin the Des Moines Navigation and Railroad Company.

Chapter 25, Acts of Eighth General Assembly, approved March 3, 1860.

SECTION 1. The 50,000 acres set apart under section 2, of an act of the general assembly, approved March 22, 1858, to be taken from the lands next above those transferred to Des Moines Navigation and Railroad Company by settlement authorized by joint resolution No. 4, Seventh General Assembly, approved March 22, 1858.

SEC. 2. Dam at Keosauqua to be completed by Keokuk, Ft. Des Moines & Minnesota Railroad Company in one year after the lands granted to the railroad company shall have been certified by the general government to the State of Iowa, or otherwise become the property of the company; and the dam at Plymouth and other works to be completed within two years.

Time of completing dam at Keosa'qua.

SEC. 3. Office of the Commissioner of the Des Moines River Improvement abolished.

SEC. 4. George G. Wright, Edward Johnston, and Christian W. Slagle appointed a board of commissioners to ascertain the liabilities, whether in suit or otherwise, against the Des Moines River Improvement and the State of Iowa, growing out of said improvement, which are to be paid by the Keokuk, Ft. Des Moines & Minnesota Railroad Company.

SEC. 5. Commissioners, or a majority of them, to meet at Keosauqua "within six months after the passage of this act or as soon thereafter as practicable," and to organize by taking an oath that they will well and truly discharge their duties.

Where commissioners shall meet and organize.

SEC. 6. Commissioners to give public notice of the time and place of their meeting, and objects of commission, by a general notice to all claimants; claims to be barred if not presented in six months after the time fixed in the commissioners' notice; notice to be published at least four weeks in some newspaper published at the county-seat of Van Buren county, and a newspaper published in the city of Keokuk.

Commissioners to give notice, and manner of same.

SEC. 7. After said notice commissioners shall meet at time and place named in the notice, hear testimony, and decide on validity of the claims presented which are legal and equitable, and the amount of said claims, which decision shall be final and conclusive. Commissioners may adjourn from time to time during and after the said six months from their time of meeting, until they have decided on all claims presented within the six months; and at any time during said six months when commissioners are not in session claims may be filed with the clerk of the district court of the county where board sits; and clerk shall present claims so filed to the board at their first meeting thereafter. Commissioners have power to administer oath, and compel the attendance of witnesses and production of papers. Sheriff

Manner of hearing by commissioners and rules in relation thereto.

to serve process. Claims forever barred if not presented in six months.

Railro'd com-
pany to pay
the claims
and time of
paying same.

SEC. 8. When claims are decided "Commissioners shall report the same to the Register of the State Land Office, who shall audit such claims and none others in accordance with the second section of the act of March 22, 1858." Keokuk, Ft. Des Moines & Minnesota Railroad Company to "pay said liabilities," one-half within one year and one-half within two years after the aforesaid lands shall have been certified to the State of Iowa, or otherwise become the property of said Company, with ten per cent. interest thereon from the time said claims were audited.

Company to
have one
thousand
acres of land
certified for
every three
thousand dol-
lar's worth of
work done.

SEC. 9. Railroad Company shall in accordance with the second section of the act of March 22, 1858, have certified to it, by the Register of the State Land Office, one thousand acres out of the fifty thousand acres, for every three thousand dollars' worth of work done on the locks and dams, and every three thousand dollars of said audited claims paid by the Railroad Company.

Land to be
sold to pay
claims if rail-
road compan-
ies do not pay
them and
rules for sell-
ing same.

SEC. 10. If said Railroad "Company shall not complete said dams or pay said audited liabilities as hereinbefore provided, then" Commissioners are to complete said dams and pay said audited liabilities by sale or mortgage of so much of the fifty thousand acres as may be necessary, or they may give the Railroad Company farther time for the completion of said dams, if in their opinion the said Company shall have proceeded to the construction thereof in good faith, and further time is necessary.

Interest of
state in locks
and dams to
be sold, and
law in rela-
tion thereto.

SEC. 11. As soon after organization as expedient, said Commissioners shall proceed to sell all the interest of the State in all such locks and dams belonging to the Des Moines river improvement, and the land appurtenant thereto, and the water power thereto belonging, as shall have been completed by the State, or by the said Railroad Company, and shall "sell in the same manner the dams and water-power at Keosauqua and Plymouth when completed," and shall make conveyance in the name of the State without warranty to the purchasers of the interest so sold, containing covenants on the part of said purchasers that they and their heirs and assigns shall and will forever keep said locks and dams in good repair, and, "at all reasonable times, pass boats through said locks and only charge such" reasonable tolls as shall be agreed upon between the Commissioners and the purchasers, not exceeding the maximum rates prescribed in the contract by the State with the Des Moines Navigation and Railroad Company, "which conveyance shall also be executed by the purchasers as parties of the second part thereto, and said sale shall be made on such terms as will secure the State from all liability upon" leases or contracts for water power heretofore made and executed between the Improvement Company and individuals. Proceeds of sale to be applied first to the payment of the expenses of said

sales, second to payment of Commissioners, third to the payment of damages for land condemned, and fourth to the payment of audited claims.

SEC. 12. Commissioners to be paid \$5.00 per day, not however exceeding an aggregate of \$300, and, if the proceeds do not pay, the Keokuk, Des Moines & Minnesota Railroad Company is to pay remainder necessary to compensate Commissioners. Compensation of commissioners and how paid.

SEC. 13. All the stone, timber, and other materials belonging to Des Moines Improvement not necessary to be used in the construction of the locks and dams, are relinquished and transferred to Keokuk, Ft. Des Moines & Minnesota Railroad Company. State relinquishes stone, timber, and other material to R. R. Co.

SEC. 14. A vacancy in boards of commissioners, by death, resignation, or refusal to act, to be filled by appointment of the Governor. How vacancy in Board of Commissioners is to be filled.

SEC. 15. Commissioners shall have power to purchase land adjacent to the dams, not exceeding two acres in extent on each side of the river; land to be condemned as in proceedings of railroads for right-of-way; damages to be paid out of the proceeds of the sale of the dam and water-power; possession of the lands not to be taken until damages are paid. Commissioners to purchase land adjacent to dams and mode of condemnation.

Chapter 26, Acts of Eighth General Assembly, approved March 7, 1860.

SECTION 1. As Dubuque & Pacific Railroad Company did not complete seventy-five continuous miles of said road by December 1, 1859, but completed the same afterward, said subsequent completion shall be deemed a substantial compliance with the 8th section of the act, approved July 14, 1856.

Chapter 28, Acts of Eighth General Assembly, approved March 9, 1860.

SECTION 1. Section 1 of "an act to authorize the Dubuque & Pacific Railroad Company, and others, to bridge the Mississippi river at Dubuque," which became a law, March 22, 1858, amended so as to read as follows: "That the Dubuque & Pacific Railroad Company, or its assigns, shall have the right to construct a railroad bridge across the Mississippi river at Dubuque; said bridge shall not be below the depot-grounds now occupied by said company on the island in said city, nor above the present north limits of said city." As to bridge at Dubuque.

SEC. 2. Said "bridge shall be commenced within five years from the date of this act." Time when bridge shall be commenced.

Chapter 39, Acts of Eighth General Assembly, approved March 17, 1860.

Grant of lands to Iowa Central Air-Line Road.

SECTION 1. All rights to the lands, interests, rights, powers, and privileges heretofore conferred, or intended to be, upon the Iowa Central Air-Line Railroad Company, by an act approved July 14, 1856, absolutely and entirely resumed by the State.

Repealing section 1.

SEC. 2. Section 4 of said act, approved July 14, 1856, and all other acts or parts of acts in relation thereto inconsistent with this act, repealed.

Chapter 53, Acts of Eighth General Assembly, approved March 24, 1860.

Compensation of commissioner of Des Moines River Improvement.

SECTION 1. One thousand four hundred and sixty dollars appropriated to pay salary of Commissioner of Des Moines River Improvement, from January 1, 1859, to abolition of the office.

Keokuk & Des Moines Railroad Company to pay money back within one year after lands are certified.

SEC. 2. Keokuk, Fort Des Moines & Minnesota Railroad Company required to pay that sum back with ten per cent. interest within one year after lands are certified to the company, under the Act of the General Assembly, approved March 24, 1860.

If railroad company fails to pay, commissioners are to sell land to pay same.

SEC. 3. In case of failure of railroad company to pay this amount, Commissioners named in act approved March 3, 1860, are required to make that amount by sale or mortgage of the lands granted to the railroad company.

Chapter 57, Acts of Eighth General Assembly, approved March 26, 1860.

SECTION 1. That said completion of said seventy-five miles by said company, shall be deemed a substantial compliance by said company with that portion of said eighth section, requiring seventy-five miles of said road to have been finished by the 1st day of December, last.

Chapter 59, Acts of Eighth General Assembly, approved March 28, 1860.

Grant to the Cedar Rapids & Missouri River Railroad.

SECTION 1. That so much of the lands, interests, rights, powers, and privileges as have been or may be granted and conferred in pursuance of the act of Congress, entitled "an act making a grant of lands to the State of Iowa, in alternate sections to aid in the construction of a railroad from Lyons City, northwesterly to a point of intersection with the main line of the Iowa Central Air Line Railroad near Maquoketa, thence on said main line," running as near as practicable to the forty-second parallel, across the state of Iowa to the Missouri river, are hereby disposed of, granted, and conferred to and upon the Cedar Rapids & Missouri River Railroad Company, a body corporate, created and existing under the laws of the State of Iowa. *Provided,*

however, that no portion of the grants of land provided for in this act shall be applied to the liquidation of any debt or obligation heretofore made or contracted by the Cedar Rapids & Missouri River Railroad Company, or of the Chicago, Iowa & Nebraska Railroad Company. *Provided, further,* that it is hereby declared to be the true intent and meaning of this act, that the State of Iowa, according to the conditions herein specified, conveys and grants to the Cedar Rapids & Missouri River Railroad Company her right, title, and interest in the aforesaid lands, and nothing more; and in no event shall said company have any claim or recourse against the State for any defect in the title or conveyance of said lands.

SEC. 2. The grant conferred upon said company is made upon the express condition, that in case said company shall fail to have completed and equipped forty miles of its road along the route aforesaid, and west from some convenient point on the Cedar river, near the 42d parallel, within one year from December 1, 1860; 30 miles in addition each year thereafter for two years, and the remainder of the whole line in two years thereafter, or by the 1st day of December, 1865, then, and in that case, it shall be competent for the State of Iowa to resume all rights conferred by this act upon the company so failing, and to resume all rights to the lands hereby granted and remaining undisposed of to the company so failing to have the length of road completed in manner and time as aforesaid.

Conditions of grant as to work to be done by company, and time of doing same.

SEC. 3. The provisions of 9th, 10th, 11th, 12th, 13th, 14th, and 15th sections of the first chapter of the laws of Iowa passed at the extra session of the Fifth General Assembly, and approved July 14, 1856, so far as the same are applicable to this company under the provisions of this act and one hundred and eighty-second chapter of the laws of this state enacted by the Sixth General Assembly and approved January 28, 1857, and the eighty fifth chapter of the laws of this state enacted by the Seventh General Assembly and approved March 20, 1858, so far as said enactments are not inconsistent with the provisions of this act, be and the same are hereby made applicable to this company receiving the benefits of the grant hereby conferred; and it is further provided that said railroad shall be and remain a public highway for the use of the government of the United States free from toll or other charges upon the transportation of any property or troops of the United States, and if the company shall accept this grant upon the conditions aforesaid, which acceptance shall appear by an express writing under the seal of said corporation with the signatures of the president and secretary, and shall be filed in the office of the Secretary of the State of Iowa within ninety days after the approval of this act by the Governor, and it shall take the same with the conditions imposed and incumbrances specified in this act; and shall in no event

Provisions of Chap. 1, 5th Gen. Assembly applied to this grant, road grantee to become a public highway and must accept the grant in writing.

have any claim or recourse whatever upon the state of Iowa for a misapplication of said grant, incumbrances, or conditions in this act imposed.

Rule of grant as to amount of land to be granted.

SEC 4. C. R. & M. R. R Co. entitled to full amount of land authorized by Congress as work progresses for the first three sections of twenty miles each, but thereafter to an equal pro-rata apportionment of the lands remaining, to be ascertained by dividing the quantity of lands remaining by the number of whole sections of twenty miles each extending from the point of construction then reached to the Missouri river.

How title shall enure to railroad company.

SEC. 5. Railroad company not to take title otherwise than as work progresses, nor is this act in any manner to prevent the General Assembly from resuming upon failure of either of the conditions named in the second section of this act.

Rule as to Lyons city and operation of road therein and charges for freight and passengers.

SEC. 6. Railroad company shall build or cause to be built on or before January 1, A. D. 1861, a railroad of like gauge and equal in quality to the Chicago, Iowa & Nebraska Railroad, from Pearl street in Lyons city to a point of intersection with the said Chicago, Iowa & Nebraska railroad within the corporate limits of Clinton city, with such switches and side-tracks as the business of the said town of Lyons may require; and operate or cause to be operated by running freight or passenger-cars of the same class with those used by the Chicago, Iowa & Nebraska Railroad in close connection forever with all regular trains at any time run by said Chicago, Iowa & Nebraska Railroad, without occasioning any unnecessary delay to freight or passengers at said point of intersection, and the charge per mile for transportation of freight or passengers shall never exceed the regular charges for like service on the Chicago, Iowa & Nebraska Railroad, and no lands shall be certified by the governor to the Cedar Rapids & Missouri River Railroad until all the requirements of this section are complied with.

Place where said company shall commence to build road and rules as to certification of lands.

SEC. 7. Said company shall not commence to build at any point further west from the Mississippi river than Marion in Linn county, and the governor shall not certify any lands until that portion of the road between Marion and Cedar Rapids, together with so much more of said road as shall make in the aggregate at least twenty miles, shall be completed, equipped, and operated by said company or its successors.

Penalty for misapplication of lands.

SEC. 8. A felony for the president, directors, or managers of the road to misapply the lands to any other purpose than the purposes named in the act; punishment, a fine of not less than \$5,000 or imprisonment in jail not less than one year or more than three years, or both such fine and imprisonment at the discretion of the court.

Census board may grant if this company fails to accept.

SEC. 9. If company fails to accept, the census board to confer the same by writing, with seal of state affixed, upon party or company who shall by proper instrument in writing duly executed and attested accept the grant under this act

Chapter 12, Acts of Eighth General Assembly, approved February 10, 1860.

SECTION 1. Regarding the Keokuk, Ft. Des Moines & Minnesota Railroad Company, an additional mortgage not to be given without consent of bondholders, nor at a rate greater than \$15,000 per mile; but construction bonds may be issued.

SEC. 2. Purchasers upon foreclosure of mortgage become possessed of franchises and appurtenances, and shall take, have, enjoy, and exercise all the rights, powers, privileges, and franchises of the mortgagor.

SEC. 3. Act to be in force and effect when accepted by said company, by a resolution of directors duly authenticated by corporate seal of the company, and filed in the office of the Secretary of State.

SEC. 4. Publication clause.

Chapter 153, Acts of Ninth General Assembly, approved April 7, 1862.

SECTION 1. From and after the taking effect of this act, the Governor of the State of Iowa shall not certify to the Secretary of the Interior that any part of the road is completed on the line of the Dubuque & Sioux City Railroad as now provided for by Section Four of the act of Congress making said grant, approved May 15, 1856, nor shall said road be entitled to any certificate for lands on the line of said road, until said Company shall have executed a deed of release of all the swamp and overflowed lands now approved, or that may be hereafter approved by the Surveyor-General in any county within the fifteen-mile limits of said road, to the county in which said swamp or overflowed lands may be situated, including all such swamp or overflowed lands as were returned and certified to the General Land office, and ratified to the State by act of Congress of March 3, 1857, nor until said Dubuque & Sioux City Railroad Company shall transfer their interest in those tracts of land in Webster and Hamilton counties heretofore sold by John Tolman, school-fund commissioner of Webster county, within the fifteen-mile limits of the grant of said road, (whether the same are held by patents from the State or contracts made with said Commissioner,) to the Register of the State Land office in trust, to enable said Register to carry out and perform said contracts in all cases where he is called upon by the parties in interest to do so, before the 1st day of January, A. D., 1864, (after which day he is authorized and required to re-convey those tracts aforesaid not demanded or claimed as aforesaid at that time to said Railroad Company,) nor until the said Dubuque & Sioux City R. R. Co. shall execute deeds of release to the State of Iowa of all lands sold by the State prior to the 7th day of

Restrictions
as to land
grant to Du-
buque &
Sioux City
Railroad.

May, A. D., 1854, of the odd sections above the Raccoon Fork of the Des Moines river, within five miles of said river, and of such other of said lands as have been sold since that date and prior to the 1st day of January, A. D., 1862, and now improved and occupied by actual settlers residing thereon, who have purchased the same in good faith, not exceeding, however, one hundred and sixty acres to any one land settler.

Manner and form of release and effect thereof. SEC. 2. The deeds of release herein provided for shall be executed and acknowledged by said company in the same manner as any other deed for the conveyance of real estate, but it shall not be necessary to describe the separate parcels of said lands, and a general release of each kind of land herein described, viz., as "swamp lands," etc., to the State, shall be a valid and legal release of each separate parcel of said lands to the county in which any part thereof may be, and of the Des Moines river lands and school lands aforesaid, to the present claimants of title by sale through the State, or said school fund commissioners as the case may be.

Manner of filing and recording the deed of release. SEC. 3. The said deeds of release shall be filed and recorded in the office of the State Register of the State Land Office, and either the record or the certificate of said Register shall be sufficient evidence of the compliance of said companies with the provisions of this act.

Time of completion of railroad extended. SEC. 4. In consideration of the foregoing relinquishment by said road, the time of completion of any part of said road not now completed shall be extended one year beyond the time of the taking effect of this act. *Provided*, that the entire road shall be completed by time provided for by said act of Congress.

Repealing clause. SEC. 5. All acts and parts of acts in any manner conflicting with the provisions of this act are hereby repealed.

Time when act becomes a law. SEC. 6. This act shall take effect and be in force from and after its publication according to law.

Chapter 158, Acts of Ninth General Assembly, approved April 8, 1862.

AN ACT to Regulate the Carrying of Freight and Passengers over connecting Railroads.

Duty of connecting railroads. SECTION 1. That any railroad company in this state, owning a railroad, shall, on request, permit any other railroad to connect with, and shall draw over its road the cars of any other railroad connecting with it, at reasonable times, and for a toll not exceeding its ordinary rate.

Case of disagreement between roads provided for. SEC. 2. When railroad companies do not agree upon terms of connection, or rates of transportation, either may make application to the district court in any county, in which said connection may be located, or to the judge of said court if in vacation, after ten days' notice in writing,

to the other company, and after hearing the parties, or on default, the said court or judge, may appoint three disinterested persons, being presidents or superintendents of railroads, or experts in railroad business, without regard to their place of residence, as commissioners, to determine the terms of connection, and rules and regulations necessary thereto.

SEC. 3. Said commissioners shall meet at such time and place as may be ordered by said court or judge, and shall hear the parties and any testimony brought before them, and make and sign their report, prescribing the things to be done. Such report made by them or a majority of them, shall within such time as ordered by said Court or Judge be returned to and filed in said court to be confirmed thereby; and when so confirmed, it shall be binding on the parties until another report shall be made upon a new application, which cannot be made within two years after such confirmation.

Report of commissioners and binding effect thereof.

SEC. 4. Said commissioners shall have compensation as shall be deemed reasonable by the court; and shall be governed by the same rules and have the same powers in compelling the attendance of witnesses, and shall themselves be sworn, as is now provided in cases of referees in civil actions in the district court; and exceptions may be taken to their report in the same manner, and such exception shall have the same effect, and the proceedings upon their report shall be the same as on reports of referees in cases referred from said court, and the costs shall be paid by the parties in such proportions as to the court may seem equitable and just.

Compensation of commissioners and their powers as to testimony, &c.

SEC. 5. If the officers of, or any person in the employ of, either of said companies refuse to comply with the terms of such confirmed report, they may be punished as for a contempt of court.

A refusal to comply with commissioners report a contempt of court.

Chapter 159, Acts of Ninth General Assembly, approved April 8, 1862.

SEC. 1. Secretary, treasurer, or assistant treasurer, and general superintendent of each, any, (and?) every railroad company, now or hereafter organized under the laws of this act, shall reside in the state of Iowa.

Residence of officers.

SEC. 2. Offices of Secretary, Treasurer or Assistant Treasurer, and General Superintendent of every such railroad company shall be established and kept within this state as the place designated in the charter as the general business office of such company, at which office or offices the original record, stock and transfer books, and all the original papers and vouchers necessary to such company, shall be kept; and it is hereby made the duty of the treasurer or assistant treasurer to keep a record of the whole financial condition of said company, which shall be open at all reasonable hours for the inspection of any stockholder

Certain offices must be kept in the state.

of such company, and any investigation instituted by the legislature of the state.

Annual re-
port required.

SEC. 3. That every such railroad company shall annually, under the oath of its president, in the month of January make a full report of the condition of its affairs to the secretary of state, and shall have the same published in some newspaper printed in the place of its general business office, showing the amount of the capital stock of said company and the amount paid thereon, the amount of bonds issued and how secured, and all other indebtedness; the length of such railroad when completed and how much is built and in use; the number of acres of land donated or granted to them, by whom, and what disposition has been made of said grants or donations; the gross amount of receipts and how disbursed; the net amount of profits and the dividends made, with such other facts as may be necessary to a full statement of the affairs and condition; and the secretary of state shall present the said reports to the general assembly.

Mode of com-
pelli'g report.

SEC. 4. If railroad company neglects to make such report, any stockholder of the company, either individual or municipal, may file his petition in the district court in the county where the principal business office of such railroad company is kept, stating that said report has not been made, praying that a peremptory writ of mandamus may issue against the said railroad company, commanding it to make said report. Said petition shall be under oath, and filed at least ten days before the next term of the district court of said county, and notice thereof shall be given to the said railroad company for the same length of time and in the same manner as is now required to be given defendants in other suits originally brought in the district court; and upon the filing of such petition the clerk of said district court shall, under the seal thereof, issue a peremptory writ of mandamus against the said railroad company and make the same returnable at the next term of the district court in said county, and costs shall be recoverable by either party, as in ordinary actions.

Mode of ascer-
taining con-
dition if com-
pany refuses
to report.

SEC. 5. If the railroad company fails to obey said writ as therein required the said court shall, during the term, appoint three disinterested and competent persons, living near the place of the general business office of said railroad company, as an investigating committee, who shall examine into the affairs of said company and report at as early a day as practicable its condition, in manner and form as prescribed in section 3 of this act, one copy to be filed in the office of the clerk of the district court of the county where the proceedings are had, and one copy to be filed in the office of the secretary of state. The compensation for the services of such committee shall be paid by the railroad company, which shall not exceed three dollars per day and mileage at the rate of ten cents per mile, counting one way.

SEC. 6. The board of directors of any such railroad company may establish in any other state a transfer office, in which shall be kept a duplicate transfer book; but in no case can a transfer of shares of stock in such company be in force and binding until the same shall be entered in the original transfer book in the office in this state.

SEC. 7. All acts and parts of acts inconsistent herewith are hereby repealed.

SEC. 8. Publication section.

Chapter 169 of the Acts of the Ninth General Assembly, approved April 8, 1862.

AN ACT in Relation to the Duties of Railroad Companies.

SEC. 1. That each railroad company shall, when it has completed and opened its road for use, make a report under oath to the legislature of the state, stating the total amount paid in; specifying the amount expended in constructing its road for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses; such report shall also state the length of the road, the number of planes on it, with the inclination to the mile, the greatest curvature of the road, the average width of the grade, and the number of ties to the mile.

SEC. 2. In the month of September annually, each railroad company shall fix its rates of fare for passengers and freights for transportation of timber, wood, and coal per ton, cord, or thousand feet per mile, also its fare and freight per mile for transporting merchandise and articles of the first, second, third, and fourth grades of freight, and on the first day of October following shall put up at all the stations and depots on its road a printed copy of such fare and freight, and cause a copy to remain posted during the year. For willfully neglecting so to do, or for receiving higher rates of fare than those posted, the company shall forfeit not less than one hundred nor more than two hundred dollars to any person injured thereby and suing therefor.

SEC. 3. Where any railroad runs through any improved or fenced land, said railroad company shall make proper cattle-guards when they enter or leave such improved or fenced land.

SEC. 4. At any and all points where any railroad crosses any public highway the company owning said railroad shall without unnecessary delay construct good, sufficient, and safe crossings.

SEC. 5. Any railroad company neglecting or refusing to comply with the provisions of sections 3 and 4 of this act, shall be liable for all damage sustained by any one by reason of such neglect and refusal; and in order for the injured party to recover, it shall only be necessary for him to prove such neglect or refusal.

Transfer office may be established in another state.

Railroad companies at time of completion to make report under oath to legislature.

Rates of fare for freight and passengers to be fixed in September.

Proper cattle guards required at entrance to and exit from improved or fenced lands.

Safe crossings to be constructed as public highways.

Railroad company liable for all damages resulting from non-compliance with sections 3 and 4.

REPORT OF RAILROAD OF COMMISSIONERS.

SEC. 6. Any railroad company hereafter running or operating its road in this state, and failing to fence such road on either or both sides thereof against live stock running at large at all points where said roads have the right to fence, shall be absolutely liable to the owner of any live stock injured, killed, or destroyed, by reason of the want of such fence or fences as aforesaid, for the value of the property so injured, killed, or destroyed, unless the injury complained of is occasioned by the willful act of the owner or his agent, and in the cases contemplated by this section, in order to recover it shall only be necessary for the owner of the property to prove the injury or destruction complained of; *provided*, that in case the railroad company, liable under the provisions of this section, shall neglect or refuse to pay the value of any property so injured or destroyed, after thirty days' notice in writing given, accompanied by an affidavit of the injury or destruction of said property, to any officer of the company, or any station or ticket agent employed in the management of its business in the county where the injury complained of shall have been committed, such company shall, in an action brought to recover therefor, be held liable to pay double the value of the property injured, killed, or destroyed as aforesaid.

Railroad companies liable for injuries to live stock incurred for want of fences

SEC. 7. Every railroad company shall be liable for all damages sustained by any person including employes of the company, in consequence of the neglect of the agents, or by any mismanagement of the engineers or other employes of the corporation to any person sustaining such damage.

Railroad company liable for neglect of agents and employes to all persons including their own employes.

SEC. 8. In all cases of suits against railroad companies the same may be instituted in any county through which the road of said company passes, and service made upon any station or ticket agent of said company, transacting the business of said company, shall be deemed sufficient notice.

Tenure of actions against railroad companies and mode of service.

SEC. 9. Any judgment recovered against any railroad company in this state, for any injury to persons or property, shall be a lien within the county where recovered on the road, and real or other property of such company, and shall be prior and superior to the lien of any mortgage or trust-deed which may be hereafter executed, except liens for taxes.

Judgments against railroad companies a lien on the road and its real and other property within the county where received.

SEC. 10. Each and every railroad in this state, which has received grants of land to aid in the construction of its road, shall, in time of war, insurrection, or invasion, carry and transport troops and munitions of war, of this state or the United States upon such road, when by the state or United States authorized agent so required, free of charge. They shall also convey, free of charge, all wounded soldiers on their return to their respective homes.

Land grant companies in time of war, insurrection, or invasion must transport State and United States troops and munitions of war and return wounded soldiers home free of charge.

SEC. 11. All acts and parts of acts conflicting with the provisions of this act are hereby repealed.

*Chapter 20, Acts of Tenth General Assembly, approved
February 18, 1864.*

AN ACT Supplemental to An Act Entitled "An Act for the benefit of Railroad Companies," approved March 20, 1858, Revision of 1860, Section 1339.

SECTION 1. That any railroad corporation in this state, heretofore organized, or that may be hereafter organized, under the laws of this state, may, whenever a majority of the Board of Directors shall so determine, issue their construction and equipment bonds in sums not less than fifty dollars.

Railroad companies may issue construction and equipment bonds.

SEC. 2. So much of Section 1339, of Revision of 1860, as is inconsistent herewith is hereby repealed.

Repealing section.

SEC. 3. Publication section.

*Chapter 44, Acts of Tenth General Assembly, approved
March 12, 1864.*

AN ACT Authorizing Railroad Companies to issue Preferred Stock, and change the Name of such Companies.

SECTION 1. That hereafter it shall be lawful for any railroad company incorporated within the state of Iowa, with the assent of the stockholders of such company, to make and issue preferred stock in payment of debts due or to become due from such company, and such preferred stock shall be entitled to dividends at such rates of interest as the board of directors of such company may prescribe, not exceeding eight per cent. per annum, if earned in any one year after payment of all interest on bonds, before any dividend is made to the general stock; provided said preferred stock shall not operate against any stockholder not consenting to the issuing of said preferred stock.

Railroad companies may issue preferred stock.

SEC. 2. Such preferred stock, and any income or mortgage bond issued or to be issued by any such railroad company, shall, at the option of the holders thereof, be convertible into general stock of the company, in such manner and upon such terms as the board of directors with the assent of the holders of the general stock may prescribe, but in no case shall the aggregate amount of the general stock of the said company and the preferred stock exceed the total amount of stock which such company may be by law authorized to issue

Preferred stock and income and mortgage bonds may be converted into general stock.

SEC. 3. It shall be lawful for any railroad company, now or hereafter organized and incorporated under the laws of this state, with the assent of the stockholders, by a vote of two-thirds in amount thereof, to change the corporate name of such company.

Railroad companies may change the name of the corporation.

SEC. 4. Whenever any such company shall change its name under the provisions hereof, it shall be the duty of the president and secretary of such company to file with the Secretary of State a statement, under oath, showing the

Evidence of change of name to be filed in office of Secretary of State.

assent of the stockholders as required by the preceding section, to such change, and also a properly certified copy of the record of the change of name as the same appears in the record of the proceedings of such company, and showing the new name of such company, and from the time of filing such evidence such company shall become a body corporate and politic under the new name, but such change of name shall in no wise affect any of the rights, powers, or privileges of such corporation, nor any of its liabilities to third parties, but all rights, powers, privileges, and franchises of the old corporation shall be vested in the new corporation, and shall be liable upon all contracts entered into by the old to the same extent and in the same manner as the company or corporation would have been under the original name.

SEC. 5. Publication section.

Chapter 86, Acts of Tenth General Assembly, approved March 20, 1864.

AN ACT to facilitate the Construction and Operation of Railroads in the State of Iowa.

Drawback
contracts al-
lowed.

SECTION 1. That contracts between different railroad companies entered into by the boards of directors thereof, allowing a drawback of fifteen per cent. or less on the gross earnings of the road on business coming from or going to any other connecting road, shall be legal and valid.

Railroads
may contract
for drawback
to investors
of capital.

SEC. 2. The board of directors of any railroad company in this state, owning and operating a railroad partially constructed, may, for the purpose of inducing the investment of capital in the extension or completion of their road, enter into a contract with the parties furnishing such means, or the trustees who may represent them, allowing a drawback not to exceed fifteen per cent. of the gross earnings of all business coming from or going to any part of the extension or portion to be aided or completed with the money or means thus obtained; or such railroad company may lease of the trustees, or said parties, the road to be built with means thus furnished, subject to the same rights and liabilities as are provided in section 4 of this act.

Drawback
contract or its
benefit may
be mortgaged
to secure con-
struction
bonds.

SEC. 3. Any such drawback contract, or the benefit to be derived therefrom, in either of the cases mentioned in this act, may be mortgaged for the purpose of securing construction bond, in the same manner as any other property of the company.

Joint run-
ning and con-
nection con-
tracts author-
ized and lia-
bility for
damage in re-
lation there-
to.

SEC. 4. The board of directors of any railroad company shall have power to authorize contracts of lease or joint running arrangements with any connecting road, for the operation of such connection, upon such reasonable and just terms as may be agreed upon by the parties, and the party thus leasing or operating the railroad of another company shall in all respects be liable to the public for their

acts or negligence, in the same manner as though the road belonged to them.

SEC. 5. This act shall apply to all contracts and leases heretofore made, as well as to those to be made hereafter.

Act applies to all contracts and leases formerly made.

SEC. 6. (Publication section.)

Chapter 108, Acts of the Tenth General Assembly, approved March 18, 1864.

AN ACT supplemental to Chapter 99 Laws of the Seventh General Assembly, approved March 22, 1858, and relating to the Des Moines River Land-Grant, and for the payment of certain audited claims, and releasing to the United States certain occupied lands included in said grant.

[This act being of great length and only in some parts referring to railroads, we have sought only to give the substance of its requirements.]

SEC. 1 State releases to the United States any of the lands granted north of township 90 north, which was occupied by homestead or pre-emption before January 1, 1863. Settlers to make proof at Ft. Dodge Land Office within ninety days from the taking effect of this act. Contesting parties may appear. Register of Land Office to reduce evidence to writing. A complete list of such claims and the evidence to be filed in the office of the Governor within one hundred and fifty days from the time this act takes effect. If claimants fail to perfect their claims under the laws of the United States, such unclaimed lands shall belong to the state and be disposed of as provided by act of Congress approved July 12, 1862. Purchase money paid by said claimants to United States shall inure to benefit of party legally entitled thereto.

SEC. 2. No person, persons, company, or corporation claiming such lands shall receive a certificate until a deed of release is executed to State of Iowa, and filed with the Register of the State Land office.

SEC. 3. Charles Pomeroy, of Boonsboro, and John R. Needham, of Oskaloosa, appointed commissioners to classify the lands granted to State of Iowa by act of Congress, July 12, 1862, and was made their duty to take an oath to act fairly and impartially, to file said oath in the office of the Register of the State Land office, and as soon as the lands are certified to the State to arrange said lands in three separate classes or grades according to value, and file classified lists in the Register's office.

SEC. 4. As soon as classified lists are filed Register to set apart, of lands in place upon Des Moines river above Township ninety, seventy thousand acres, not including ten sections to be conveyed to S. H. Taft for colony purposes, Taft to pay not less than one dollar and twenty-five cents per acre for the use of the Keokuk, Fort Des Moines & Minnesota Railroad Company; the seventy thousand acres reserved as security for the payment of the claims and dis-

charge of existing liabilities against the Des Moines River Improvement as hereinafter provided.

SEC. 5. Commissioners hereinbefore named shall set apart from the indemnity lands fifty-one thousand eight hundred and thirty acres, one-third from each grade to adjust the titles of the State's grantees to lands sold before June 9, 1854, as contemplated by Act of Congress, July 12, 1862.

SEC. 6. After lands certified have been graded and classified and reservations made, Keokuk, Fort Des Moines & Minnesota Railroad Company shall select two hundred and forty sections less the ten to be conveyed to S. H. Taft, and file a list of its selections in the Register's office. Then Charles Pomeroy shall select a number of sections of said lands equal in value to one-fourth of all the lands except the reservations of sections 4 and 5 of the act, and file his list of selections in the Register's office; all selections as far as practicable to be made one-half from lands in place and one-half from indemnity lands and one-third from each of the three grades.

SEC. 7. When the Keokuk, Fort Des Moines & Minnesota Railroad Company shall file with Register a certificate verified by the oath of its president and secretary that it has forty miles of its road completed and in operation from the town of Bentonsport, Register shall certify to said company the two hundred and forty sections selected, and upon the presentation of such certificate to the Governor he shall, if satisfied that the above provision has been complied with, issue a patent for said lands.

SEC. 8. Lands selected by Charles Pomeroy shall be set apart to the construction of said railroad from Des Moines to Fort Dodge, and shall be divided into four equal parcels, one of which shall be certified and patented to said company upon the completion of each fourth in distance of that portion of such road.

SEC. 9. When the railroad company pays or satisfies the claims against the Des Moines River Improvement, audited, certified, and allowed, under an act of the Eighth General Assembly, approved March 3, 1860; amount paid by the State, under chapter 44, acts of Ninth General Assembly, to Brown & Allender; amount paid to W. C. Drake, under chapter 53, acts of Eighth General Assembly; one hundred and sixteen dollars to estate of E. Mayne, balance for services as commissioner; ninety-one dollars and fifty cents to Ed. Johnston, for similar services; ninety dollars to J. E. Jewett, for similar services; twenty dollars counsel fees to Sample and Kinley; and all interest accruing on said claims, together with the costs and expenditures accruing and incurred in grading and classifying these lands, the Register shall certify to said company the lands set apart and reserved by section four, of this act, and the Governor shall, if satisfied that the foregoing provisions have been com-

plied with, and said company shall have filed with the Secretary of State a bond, in the sum of one hundred thousand dollars, with sureties to be approved by the Governor, conditioned that said railroad company will pay all just and legal claims against the State of Iowa, on account of or growing out of the improvement of the Des Moines river, issue a patent therefor, excepting so much as shall have been released to the United States, in compliance with the provisions of this act, and upon the payment or satisfaction of any portion of said claims, by said company, it shall be entitled to a certificate and patent for a portion of said lands, in the ratio of one thousand acres of land for every three thousand dollars of said claims so paid or satisfied.

SEC. 10. The above bond shall not bind the railroad company to pay any claims except such as have grown out of contracts for the construction and completion of the works at Keosauqua, Plymouth, and Croton, and allowed by the Commissioners, under the act of March 3, 1860, or their successors, or which shall be allowed, not exceeding twenty thousand dollars, within sixty days from the taking effect of this act. Claims not presented within sixty days from the taking effect of this act, are forever barred. Commissioners are authorized to hear and determine all claims presented within the sixty days, to fix time and place of meeting, and give thirty days' notice thereof in the Keosauqua Republican, and Keokuk Gate City, as provided in act of March 3, 1860, and all claims not excepted in this act are barred under the provisions of the act of March 3, 1860.

SEC. 11. Assignments of claims or parts thereof shall be filed with Register on or before July 1 next, and if not filed assignee not entitled to the fund, and Register is to pay according to the papers on file in his office.

SEC. 12. If company does not pay all claims mentioned one half in one year from the time the certificate for the lands is delivered to the state and the other half in ten years, Register is to cause said lands to be appraised so that the price of said three classes shall average three dollars per acre, and offer them for sale at public auction in such parcels as will bring the greatest price, first giving two months notice of the sale in the Iowa State Register, Keosauqua Republican, and Fort Dodge Republican, but the lands shall not be sold for less than the minimum price unless hereafter directed by the General Assembly. Owners of claims may bid on the lands, and Register shall receive their receipted claims as money.

SEC. 13. Register shall, from the moneys received from such sales, pay as follows: the expenses of such classification, appraisement, advertisement, and sale; sums due the state for money advanced, or due other parties as mentioned in section nine of this act; the claims unpaid and not used in the purchase of said lands. If there is not money sufficient to pay all the claims, they shall be paid *pro rata*.

After the application of all the moneys so received, the claimants may enter upon and select any lands not disposed of to the amount of their unpaid claims at the minimum price fixed thereon; and the Governor shall in such cases issue patents therefor.

SEC. 14. If railroad company shall procure full releases from all persons having valid claims against the Des Moines River Improvement, or the state, or for leases, water rents or other contracts out of which future liabilities may arise by reason of said locks and dams not being completed, and file such release with the Register, the company is to be released from any obligation to complete said locks and dams at Croton, Plymouth, and Keosauqua, as provided by section two of the act of March 22, 1858, and the said company is released from any obligation to complete and keep in repair the lock and dam at Bentonsport, and in case the company expends any sum of money upon said works, or in procuring said releases, for every three thousand dollars so expended the Register shall certify to said company one thousand acres of the lands above reserved, not required to pay the claims of section nine of this act, and in the same rates for any less sums so expended.

SEC. 15. Whenever the Governor and the Register of the State Land Office shall be satisfied that some proper party has contracted with and been paid by the railroad company for the completion of either of the locks or dams remaining uncompleted at Croton, Plymouth, and Keosauqua, such party assuming the obligation and discharging the state and the railroad company from all liability for their completion, or on any contracts or leases for water-power heretofore executed or assumed by the state as trustee or otherwise, it shall be the duty of the Governor and Register, if so requested by the railroad company, to execute to the person or party designated by the railroad company a conveyance in the name of the state without warranty of all the interest of the state in such lock or dam and the land appurtenant thereto, and the water power thereto belonging, and any material prepared for the construction of such lock or dam. The state or its grantee may maintain an action of replevin for such material. Such conveyance shall contain a covenant on the part of the grantee that said dam shall at all reasonable times be kept in condition to pass boats without unnecessary hindrance or delay. Toll charged for passage of boats not to exceed the maximum rates prescribed by the contract by the state with Des Moines Navigation and Railroad Company.

They shall certify to the railroad company, or to such person as it may designate, for every three thousand dollars so paid one thousand acres of land from the seventy thousand acres reserved by this act, in the same ratio for sums less than three thousand dollars.

SEC. 16. When the railroad company shall in the man-

ner prescribed in section 7 of this act, establish the fact that it has completed and is operating twenty miles of its road, in addition to that for which it shall have received lands of this grant prescribed in this act, and that it has satisfied all claims mentioned in section 9 of this act, to be evidenced by receipts filed with the register, or by the receipts of the state treasurer, for moneys paid to the state treasurer, in default of the proper claimants receiving the same, said company shall be entitled to a certificate and patent for one hundred and twenty sections of said lands, to be selected as near as practicable one-half from the indemnity lands and one-half from the lands in place, and one-third from each of the grades or classes, until there shall remain of the lands undisposed of only the lands reserved by the preceding sections of this act. *Provided*, that it is also made to appear to the satisfaction of the governor and the register of the state land office that said road has been constructed over the most practicable route up the valley of the Muchakinock creek, and that a depot has been established on the line of said road at the point nearest the City of Oskaloosa and on the east side of said creek, or that the Mahaska County Railroad Company has consented to a different route and a different point for the location of said depot.

SEC. 17. When the railroad company shall in like manner establish the fact that it has its road completed and in operation one-fourth of the distance from the city of Des Moines to Ft. Dodge, it shall be entitled to a certificate and patent for one-fourth of the lands reserved in section 8 of this act, and an additional fourth when another fourth of the road is completed, until the road is completed. The railroad building westwardly from McGregor shall have the right-of-way across the lands embraced in this act, and such right-of-way is hereby granted. The state shall in no event be liable to the railroad company or any of its grantees, or any other persons to whom lands may be sold or patented under the provisions of this act, for any failure of title to any of the lands so sold or patented.

SEC. 18. The time in which the railroad company shall have the first seventy-five miles of its road from Bentonsport, up the Des Moines Valley completed, is extended to May 1st, A. D., 1865, and it is to build and equip thirty-three miles of its road each year for five years, and the remainder of the whole line within three years thereafter, or on the 1st day of May, A. D., 1874, and in case of its failure to so build and equip said road, the lands then remaining uncertified to the railroad company shall belong to the state to be disposed of as provided by the act of Congress of July 12th, 1862, and the laws of this state.

SEC. 19. Commissioners under this act to receive as compensation three dollars per day and necessary expenses, and their bills to be audited by the register of the state land

office and paid by the railroad company. If either of the commissioners neglects or refuses to discharge the duties imposed by this act, the Governor shall appoint some competent person to act in his place.

SEC. 20. The railroad company shall accept and assent to the provisions of this act by a written instrument under the seal of said corporation with the signature of the proper officers, before any lands shall be patented. Said acceptance shall be filed in the office of the Secretary of State, and be by the Secretary recorded in the book kept by him for recording articles of association, and said company accepting the provisions of this act shall at all times be subject to all the rules and regulations, and all the restrictions and conditions not inconsistent with this act provided in an act passed March 3d, 1860, and an act passed March 22d, 1858, and an act passed July 14th, 1856 by the General Assembly of the state of Iowa.

SEC. 21. Publication section.

Chapter 130, Acts of Tenth General Assembly, approved April 5th, 1864.

AN ACT to authorize the Construction of Railroad Bridges across the Mississippi and Missouri Rivers.

Authorized any railroad company connecting with eastern road to bridge Mississippi river, and touch Iowa shore at a point designated by board of supervisors.

SEC. 1. That any railroad company now or hereafter to be organized, or bridge company incorporated in pursuance of the laws of this state is hereby authorized and empowered to construct a railroad bridge across the Mississippi River connecting with the Eastern terminus of the railroad of any such company, and abutting on the Iowa bank of said river, at such place as shall be designated therefor by the Board of Supervisors of the county wherein such abutting is to be made, and extending toward any point of the opposite bank that may be selected by such company.

Any R. R. Co. may bridge Missouri river; point of touching Iowa shore to be designated by board of supervisors.

SEC. 2. That any railroad company or bridge company that now is or may hereafter become incorporated in pursuance of the laws of this state, is hereby authorized and empowered to construct a railroad bridge connecting with the western terminus of the railroad of any such company and abutting on the Iowa bank of said river at such place as shall be designated therefor by the board of supervisors of the county wherein said abutting is intended to be made, and extending toward any point on the opposite bank that may be selected by such company.

Plan of bridge to be approved by the board of supervisors.

SEC. 3. No bridge shall be built under the provisions of this act until the plan thereof shall first be submitted to and approved by the board of supervisors.

SEC. 4. The provisions of this act, so far as practicable or applicable, shall apply or be extended to any railroad company, incorporated in pursuance of the laws of the state of Wisconsin, Illinois, Kansas, or the territory of Nebraska,

where such railroad extends to the bank of either of said rivers opposite the state of Iowa.

SEC. 5. Any such railroad corporation or bridge company shall have authority to issue its bonds or obligations for an amount not exceeding the cost of any such bridge and its railroad in the state of Iowa, and to secure the payment thereof by a mortgage on the same, and shall also have authority to issue certificates of common and preferred stock, the preferred stock to be issued only upon condition that the holders of four-fifths of the common stock give their written consent thereto.

SEC. 6. Any such railroad or bridge companies are hereby authorized with the consent of said board of supervisors to construct the said bridges, with suitable roads and footways for teams and foot passengers, with permission to charge toll for the same at rates to be approved by the board of supervisors.

SEC. 7. Any of said companies are authorized to establish a ferry across either of said rivers at or near the terminus of said road, to be used solely for the use of said companies for railroad freight and passengers until said bridges are constructed and ready for use.

SEC. 8. Each company acting under the provisions of this act shall elect at least one director of such company, who shall be a citizen of and reside in the state of Iowa.

SEC. 9. Each foreign railroad company acting under the provisions of this act, shall be liable to be sued in any court of competent jurisdiction in this state, and the service of the original notice on the resident director provided in section 8 of this act, shall be sufficient to give the court jurisdiction of the company.

SEC. 10. Nothing in this act shall be so construed as to repeal or modify any law now in force relating to railroads and bridges.

SEC. 11. No bridge erected under and by virtue of this act or any law of this state shall be so located as unnecessarily to impede, injure or obstruct the navigation of either of said rivers.

SEC. 12. Publication section.

Provisions of the law extended to railroads incorporated under laws of Wisconsin, Illinois, Kansas, or territory of Nebraska.

Such company may issue bonds, mortgage, bridge, and common or preferred stock.

Companies may construct wagon roads and footways and charge toll with consent of board of supervisors.

May construct ferries solely for railroad freight and passengers.

Must elect one director a citizen of Iowa.

Foreign companies availing themselves of the benefits of this act to be sued in state courts.

Rule of construction of this act.

Bridges must be erected so as not to obstruct navigation.

ACTS OF ELEVENTH GENERAL ASSEMBLY.

CHAPTER 102.

PREFERRED STOCK RAILROAD COMPANIES.

AN ACT to repeal Section 1 of Chapter 44 of the acts of the Tenth General Assembly, in relation to the issue of preferred stock by Railroad Companies, and to provide a substitute therefor.

Authorizes
the issue of
preferred
stock, fixes
rate of inter-
est and limits
amount.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That Section 1, of Chapter 44, except the enacting clause, of the Acts of the Tenth General Assembly be, and the same is hereby repealed, and the following is substituted therefor. It shall be lawful for any railroad company incorporated within the state of Iowa, with the assent of two-thirds of all the stockholders in interest to make and issue preferred stock in payment of debts due or to become due from such company, and such preferred stock shall be entitled to dividends at such rate of interest as the board of directors of such company may prescribe, not exceeding eight per cent. per annum if earned in any one year after payment of all interest on bonds before any dividend is made to the general stock, provided said preferred stock so issued shall not exceed the sum of ten thousand dollars for each mile of railroad constructed by any such company.

CHAPTER 113.

LIABILITIES OF RAILROAD COMPANIES.

AN ACT to define the liabilities of railroads, and other transportation companies, as common carriers.

Railroad
companies
not allowed
to limit their
liabilities as
common car-
riers.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That in the transportation of persons or property by any railroad or other company, or by any person, or firm engaged in the business of transportation of persons or property, no contract, receipt, rule or regulation shall exempt such railroad or other company, person or firm from the full liabilities of a common carrier,

which in the absence of any contract, receipt, rule or regulation would exist with respect to such persons or property.

SEC. 2. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and Iowa Homestead, newspapers published at Des Moines, Iowa. Publication clause.

Approved April 2d, 1866.

I hereby certify that the foregoing act was published in *The Iowa State Register* April 18th, 1866, and in *The Iowa Homestead* April 25th, 1866.

JAMES WRIGHT, *Secretary of State.*

CHAPTER 121.

RESUMPTION OF M. & M. R. R. LANDS.

AN ACT to quiet the title to certain lands sold by the State to individuals as part of the Des Moines River Grant.

WHEREAS, By act of Congress, approved August 8th, 1846, there was granted to the State of Iowa certain lands for the improvement of the Des Moines River, and under said grant lands lying along said river and within five miles thereof above the Raccoon Forks, were certified to the State by the Department of the Interior, and were sold by the proper state authorities, to individuals, and patents issued therefor, and the proceeds of such sales applied to the improvement of the river ;

And *Whereas*, The Supreme Court of the United States has decided that the Des Moines River Grant of lands extended only to the "Raccoon Forks ;"

And *Whereas*, Since said decision Congress has extended the Des Moines River Grants to the Northern boundary of the State, and relinquished to the State, all title which the United States retained in the tracts of land along the Des Moines River, heretofore certified by the Department of the Interior as part of the original Des Moines River Grant, and which is now held by *bona fide* purchasers of the State of Iowa.

And *Whereas*, A large portion of the lands sold by the State to individuals and since falling within the limits of the grant known as that of the Mississippi and Missouri Railroad, has become forfeited to the State, by the failure of said road to comply with the conditions of its grant, and recognizing it as the duty of the State at all times to protect individuals holding its patent for lands purchased in good faith, and for a valuable consideration, in the quiet possession of their farms and houses ; therefore

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the lands and all the rights to the hereinafter described lands, and the interests, rights, powers, and privileges in and to, and concerning such lands, lying within five miles of the Des Moines river on either side thereof heretofore conferred or intended to be conferred upon the Mississippi & Missouri Railroad Company, if any such lands, rights, interest, powers, or privileges were ever so conferred by an act approved July 14th, 1856, entitled "an act to accept of the grant and carry into execution the trust conferred upon the state of Iowa by an act of Congress entitled an act making a grant of lands to the state of Iowa, in alternate sections, to aid in the construction of certain railroads in said state," and by an act of Congress, approved May 15th, 1856, entitled "an act making a grant of lands to the state of Iowa, in alternate sections, to aid in the construction of certain railroads in said state," and by an act of Congress, approved June 2d, 1864, entitled "an act to amend an act entitled an act making a grant of lands to the state of Iowa, in alternate sections, to aid in the construction of certain railroads in said state," be, and the same are hereby absolutely and entirely resumed by the state of Iowa.

Provided, further, that the resumption herein provided for shall not be considered as a waiver of the right of the state to resume the remaining lands conferred or intended to be conferred upon the Mississippi & Missouri Railroad Company.

PARTS OF SECTIONS.	Section.	Township.	Range.	ACRES.
s hf sec. nw qr s hf, ne nw, ne qr.....	7	79	23	629:44
sw ne qr, nw nw, sw nw se.....	17	79	23	280:00
sw nw w hf sw.....	31	80	23	143:34
Lot 6.....	9	78	24	43:79
s hf sec. and fraction on left bank.....	17	78	24	320:47
All	19	78	24	653:12
nw nw.....	21	78	24	40:00
nw ne, e hf nw, nw nw.....	29	78	24	160 00
n hf sw, ne sw.....	29	78	24	120:00
ne qr e hf, nw n hf se.....	31	78	24	320 00
e hf n hf nw s hf sw.....	1	79	24	508:62
sw nw.....	3	79	24	40:00
nw sw lots 5 and 6.....	5	79	24	121:70
w hf ne, sw ne, s hf se, and w hf.....	7	79	24	523:42
w hf ne, w hf se, w hf sw	11	79	24	240:00
se sw	11	79	24	40:00
e hf sw qr and e hf nw qr.....	13	79	24	580:00
All	15	79	24	640:00
w hf sw, se sw, lots 7, 8, 9.....	17	79	24	280:25
All.....	19	79	24	646:74
w hf sw, sw nw.....	21	79	24	120:00
s hf sec. nw s hf, ne qr nw qr ne.....	23	79	24	600:00

PARTS OF SECTIONS.	Section.	Township	Range.	ACRES.
s hf nw, w hf sw)
n hf ne, n hf nw)
nw qr.....				3
s hf sw				1
sw qr.....)
nw qr and se qr.....)
ne ne.....)
e hf ne)
ne qr and w hf.....)
ne qr and w hf.....)
ne ne, sw sw se)
e hf se, and sw se.....)
nw qr and w hf se qr)
All				3
e hf ne)
s hf nw, s hf ne, and nw ne.....				5
e hf nw, and e hf sw.....				2
e hf ne, sw, ne, and se nw.....)
ne se)
w hf ne se ne, w hf se qr)
All)
n hf, n hf sw se, sw se.....)
w hf ne qr, w hf se and w hf.....)
s hf ne qr.....)
ne ne, se nw, e hf sw se				1
ne qr w hf e hf s)
lots 1, 2, 6				3
lots 3, 4, 7, 8				3
n hf se sw, and sw se, and n hf se.....)
sw ne, s hf nw n hf sw.....)
se sw, w hf se.....)
e hf ne, and e hf nw, nw nw..				1
e hf e hf, nw e hf, sw sw sw)
n hf sw n hf se, se se.....)
e hf ne, nw ne, w hf sw, e hf se)
sw ne, se nw n hf sw, sw se.....)
nw, e hf sw, se.....)
e hf, ne, nw, and e hf se.....)
n hf ne, nw se.....)
w hf nw				3
n hf.....)
n hf se				0
Amounting in all to.....				8

Sec 2. That in lieu of the land hereby confirmed to individual purchasers, the Register of the State Land Office shall set apart to, and for the Mississippi & Missouri Railroad grant an equal number of acres from the grant known as "Indemnity Lands," (reserved in section 5, of chapter 108, of the acts of the Tenth General Assembly,) granted by acts of Congress, approved July 12th, 1862, and accepted by the General Assembly, by joint resolution, dated September 11th, 1862, *Provided*, That none of the Indemnity

Register of
State Land
Office shall set
apart certain
lands in lieu
of lands here-
by confirmed
to purchaser

Lands set apart in this section shall be certified to the Mississippi & Missouri Railroad Company unless the Supreme Court of the United States shall decide that the lands described in section 1, of this act, were included in the grant of lands made to the state of Iowa by act of Congress, approved May 15th, 1856; *Provided*, further, that before any of the indemnity lands aforesaid shall be certified to the said railroad company, all the incumbrances created or suffered by said company upon the said lands hereby confirmed, or any part thereof shall be removed therefrom.

Company to file a formal and legal release of all lands described in first section, etc.

SEC. 3. That before any lands included in the grant to the Mississippi & Missouri Railroad Company shall be certified to said company or its assignees, and before the Governor of this State shall certify to the completion of any part of said road, they shall file with the Register of the State Land Office, a formal and legal release of all lands described in the first section of this act, and an acceptance in lieu thereof of the indemnity lands set apart by said Register.

Land made applicable to subsequent grantee if State shall hereafter resume or regrant.

SEC. 4. That should the rights and grants conferred upon the Mississippi & Missouri Railroad Company by act of the General Assembly, approved July 14th, 1856, be at any time resumed by the State and granted to another company, then all the provisions of this act shall be held to apply to the company upon which rights and grants are conferred.

Approved April 2d, 1866.

CHAPTER 134.

GRANT OF LANDS TO "SIOUX CITY & ST. PAUL RAILROAD COMPANY.

AN ACT to accept of the Grant and carry into execution the Trust conferred upon the State of Iowa, by an Act of Congress entitled "An Act for a Grant of Lands to the State of Iowa in alternate sections, to aid in the Construction of a Railroad in said State."

Acceptance of grant by State.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the lands, rights, powers and privileges conferred upon the State of Iowa by the Act of Congress entitled "An Act for a grant of land to the State of Iowa in alternate sections, to aid in the construction of a railroad in the State of Iowa, approved May 12, 1864, be, and the same are hereby accepted upon the terms, conditions, and restrictions contained in said Act of Congress.

SEC. 2. That so much of the lands, interests, rights, powers, and privileges as are, or may be granted and con-

ferred in pursuance of the Act of Congress aforesaid, for the purpose of aiding in the construction of a railroad from Sioux City, in the said State of Iowa, to the south line of the State of Minnesota, at such point as the said state of Iowa may select between the Big Sioux and the west fork of the Des Moines river be, and are hereby disposed of, granted, and conferred upon the Sioux City & St. Paul Railroad Company, a body corporate existing under and by virtue of the laws of the State of Iowa.

Lands granted to Sioux City & St. Paul Railroad Company.

SEC. 3. That said company shall locate and definitely fix the line and route of said road as soon as practicable after the passage of this act, and shall file a map showing such line or route, in the office of the Governor of the State of Iowa, and also in the office of the Secretary of State of the State of Iowa; and it shall be the duty of the said Governor, after affixing his official signature thereto, to file, or cause to be filed such map in the office of the Secretary of the Interior. But the location of such line or route, however, shall be considered final only so far as to fix the limit and boundary within which lands may be selected under, and by virtue of said act of Congress.

How Company must locate the route.

SEC. 4. The said road shall be constructed upon the usual gauge (gauge) of other first class roads in this state, and the iron used in the track shall be of approved quality and pattern; and the said road shall be constructed and finished in a style and of a quality equal to the average of other first class western roads; and when the said road shall be intersected by any other railroad hereafter constructed, it shall be the duty of the company receiving the benefit of this act to furnish all proper and reasonable facilities, and to join such other company in making all necessary crossings, turn-outs, sidelings, and switches, and other conveniences, for the transportation of all freight and passengers over their road, and the rates of transportation shall not in any case exceed the regular tariff of charges on said road.

Manner of construction and equipment of road.

SEC. 5. The said company shall assent to and accept the grant by this act conferred, by a written instrument under the seal of such corporation, and signed by its President and Secretary, and shall file the same in the office of the Secretary of State of the State of Iowa within six months after the passage of this act.

How company must accept grant.

SEC. 6. The said company is hereby authorized and empowered to select and designate the point upon the south line of the state of Minnesota, to which the said road shall be built, between the "Big Sioux" and the "west fork" of the Des Moines rivers, as designated in said act of Congress.

Company to select terminus on south line of the State of Minnesota.

SEC. 7. The company accepting the provisions of this act shall at all times be subject to such rules, regulations, and restriction of rates for the transportation of passengers and freight as may be enacted and imposed by the General

Company ac-
cepting the
grant to be
subject to the
laws of the
State as to
rates for
transporta-
tion of pas-
sengers and
freight.
Co. must ac-
cept the grant
upon the
terms and
conditions
imposed by
the act.
Rights of val-
id claimants
by actual oc-
cupation and
provement
preserved.

Publication
section.

Assembly of the state of Iowa, not inconsistent with the provisions of this act and the act of Congress making the grant aforesaid.

SEC. 8. The said company accepting the grant of land under the provisions of this act shall take the same with the conditions imposed and the terms provided by this act, and in no event shall said company have any claim or recourse upon the state of Iowa by reason of the conditions imposed by this act.

SEC. 9. All persons who, at the time said grant was made, held valid claims by actual occupation and improvement upon any of the lands embraced in said grant, shall be protected in the same and entitled to purchase and enter the same upon the terms and conditions provided in sections 1308 and 1309, chapter 55, of the Revision of 1860.

SEC. 10. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily State Register*, a newspaper published in Des Moines, and the *Sioux City Journal*, a newspaper published in Sioux City, said publication to be without expense to the State.

Approved April 3d, 1866.

I hereby certify that the foregoing act was published in *The Daily State Register* April 22d, 1866, and in *The Sioux City Journal* April —th, 1866.

JAMES WRIGHT, *Secretary of State*.

CHAPTER 144.

AN ACT to accept the grant of land to the State of Iowa, made by Act of Congress of May 12, 1864, and to carry out the provisions of said act, entitled "An Act for a grant of land to the State of Iowa, in alternate sections, to aid in the construction of a railroad in said State."

Grant of
lands under
Act of Con-
gress, ap-
proved July
12, 1864.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the lands, rights, powers, duties, and trusts conferred upon the state of Iowa by an act of Congress, approved July 12th, 1864, entitled "An Act for a grant of land to the state of Iowa, in alternate sections, to aid in the construction of a railroad in said state," are hereby accepted by said state, upon the terms, conditions, and restrictions contained in said act of Congress.

Lands pat-
ented to State
to be held in
trust for rail-
road compa-
nies.

SEC. 2. Whenever any lands shall be patented to the state of Iowa, in accordance with the provisions of said act of Congress, said lands shall be held by state in trust for the benefit of the railroad company entitled to the same by virtue of said act of Congress, and to be deeded to said

railroad company as shall be ordered by the legislature of the state of Iowa, at its next regular session, or at any session thereafter.

Sec. 3. This act being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Iowa Homestead, newspapers published at Des Moines, Iowa. Publication
clause.

Approved April 20th, 1866.

I hereby certify that the foregoing act was published in *The Iowa State Register* on the 2d day of May, 1866, and in *The Iowa Homestead* on the 10th day of May, 1866.

JAMES WRIGHT, *Secretary of State.*

CHAPTER 13.

ACTS OF THE TWELFTH GENERAL ASSEMBLY, APPROVED FEBRUARY 11, 1868.

AN ACT Providing for and Requiring the early Construction of the Chicago, Rock Island and Pacific Railroad from Davenport to Council Bluffs, Iowa, upon certain Conditions therein named.

WHEREAS, The State of Iowa, by an act passed and approved on the 14th day of July, A. D., 1856, granted to the Mississippi and Missouri Railroad Company (a corporation then in existence under the laws of this State), certain lands in said act designated, to aid in building a railroad from Davenport to Council Bluffs; and,

WHEREAS, Subsequently, to-wit: on the 26th day of May, A. D., 1866, another corporation was formed, called the Chicago, Rock Island and Pacific Railroad Company in Iowa, to purchase (in part) and build a railroad between the same points, and along or near the line of the said Mississippi & Missouri Railroad; and,

WHEREAS, The said Mississippi & Missouri Railroad Company became insolvent, and the said Chicago, Rock Island & Pacific Railroad Company became the purchaser, at a judicial sale, of all the rights of the said Mississippi & Missouri Railroad Company; and,

WHEREAS, The said Chicago, Rock Island & Pacific Railroad corporation subsequently, to-wit: on the 20th day of August, A. D., 1866, consolidated its stock and corporate rights with that of the Chicago & Rock Island Railroad Company, a corporation existing by virtue of the laws of the State of Illinois, with a stipulation and agreement between the said consolidated companies that the whole line

would adopt the corporate name of the Chicago, Rock Island & Pacific Railroad Company; and,

WHEREAS, The said consolidated company has completed the said line of road as far as the city of Des Moines, and desire to complete the same to the Missouri river as rapidly as possible, and for this purpose desire the use of said lands so granted to aid in the completion of the same; therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the consolidation of the Chicago & Rock Island Railroad Company, a corporation created by the laws of the State of Illinois, with the Chicago, Rock Island & Pacific Railroad Company of this State, under the name of the last named corporation, be and the same is hereby recognized for the purposes named in their articles of consolidation as recorded in this State.

Grant of the
land and con-
ditions an-
nexed.

SEC. 2. The said consolidated company is hereby required to construct, complete and operate its railroad from the city of Des Moines to a point at or near Council Bluffs, on the Missouri river, as required by the articles of incorporation of the said Chicago, Rock Island and Pacific Railroad Company, in this state, so as to enable it to connect its line of road with the Union Pacific railroad, at as early a period as practicable, and within two years from the passage of this act, and to apply the lands heretofore granted by the General Assembly to the Mississippi and Missouri Railroad Company to the building and completion of said line of railroad, for which purpose the state of Iowa hereby grants unto the said consolidated railroad company, all right or interest the state may have in said land: *provided*, said railroad company, accepting the provisions of this act, shall at all times be subject to such rules, regulations and rates of tariff for transportation of freight and passengers, as may from time to time be enacted, and provided for by the General Assembly of the state of Iowa, and further subject to the conditions, limitations, restrictions and provisions contained in this act and in the acts of Congress granting the same to the state, and extending the time for the completion of said road: *provided*, said consolidated railroad company shall also apply to such construction, completion and the equipment thereof, all the proceeds of forty-nine thousand shares of said capital stock, issued and sold by said consolidated company, or for it, by or under the direction of its executive committee, or the agents thereof, since the 13th day of September last, or so much thereof as may be necessary for that purpose; and the issuing and sale of said shares of the capital stock of said consolidated company as full-paid shares, and sale of the same for less than the sum of one hundred dollars per share, by its officers, are hereby confirmed and declared valid, and the same are and shall be deemed and taken to be full-paid shares of said consolidated company, issued and sold for the purpose of completing said line of road from Des Moines to Council

Bluffs, and not liable to any calls or assessments: *and provided further*, that the board of directors of said consolidated company shall postpone the annual meeting of the stockholders for the election of directors thereof, until the first Wednesday of June, A. D., 1869; and that said board of directors shall make and file with the Secretary of this state, on or before the first days of July and January until said road is completed, a report in writing verified by the president or engineer, showing the progress of the work, the portions of the road finished, how much under contract, and the amount expended thereon: *and provided, further*, the said consolidated railroad company shall signify their acceptance of the provisions of this act, by filing in the office of the Secretary of State of this state, a written acceptance thereof by the president and secretary of said company, within ninety days from the passage of this act.

SEC. 3. In case said consolidated company shall neglect to comply with any of the requirements of this act, it shall forfeit to this state all its franchises and corporate rights acquired by or under the laws of this state; and all lands in such case which have been granted to aid in the construction of said road, or any part thereof, by this state or the United States, held by said consolidated company, or by any person or persons by, through, or under them, shall be forfeited, and shall revert to this state, any conveyance or incumbrance by said company to the contrary notwithstanding.

Forfeiture of its franchises and corporate rights, and lands forfeit'd and to revert to the state if this act is not complied with.

SEC. 4. Any person who, at the date of the filing in the proper department at Washington of the maps showing the location of the route or line of the Mississippi and Missouri railroad, in compliance with the requirements of section six, chapter one of the acts of the extra session of the Fifth General Assembly, was in the actual occupation, and had made improvements on any of said lands, and has remained in the continuous occupation of the same to the date of the taking effect of this act, and the grantees of any person having such occupancy with improvements when such grantee and his grantor have been in such continuous occupation, shall have the right to purchase one hundred and sixty acres of the land thus occupied and improved upon the terms and conditions hereinafter provided.

Actual settlers protect'd and to have the right to purchase one hundred and sixty acres of land.

SEC. 5. Any person wishing to avail himself of the preceding section shall, within four months from the taking effect of this act, file his application for such purchase in the county court of the county in which such lands may be situated, with the proofs in writing, showing his right to make such purchase under the provisions of the preceding section, and showing that he has never directly or indirectly received any of the benefits secured to actual settlers, on any lands embraced in said grant, either by this act or by the provisions of section ten, eleven and twelve, of an act in the preceding section mentioned; a copy of which appli-

Provides a form and mode of application for such persons as described in section 4.

cation and proofs shall be personally served upon the secretary of said company. If such proofs shall establish the right of the applicant to make such purchase, and that he has not, either directly or indirectly, purchased any other lands embraced in said grant under the provisions of this act or of the act above mentioned, the court shall give him a certificate setting forth such facts, a copy of which shall be personally served upon the secretary of said company. The applicant shall, within ninety days after the execution of such certificate, pay to the treasurer of state, for the use of said company, one dollar and twenty-five cents per acre for the lands described in the certificate, for which the treasurer shall execute duplicate receipts, one of which shall be indorsed on said certificate, and the other shall be delivered to the secretary of said company. Either party shall have the right to appeal from the decision of the county court to the district court, in the same manner as appeals are taken from the judgments of justices of the peace, within ninety days after the decision of the county court; and the same shall be tried in the district court as a cause triable by the first method of trying equity causes, the applicant being the plaintiff, and the company the defendant; and the court, in its final decree, shall make such order touching the title and the disposition of the moneys deposited with the state treasurer as the law and the facts require. When no appeal is taken in the time above described, the title shall vest in the applicant, and the moneys so paid to the treasurer of state shall be held by him and paid to said company, when it shall have been vested with a complete title to said lands under this act.

Rights of
third parties
to the lands
reserved.

SEC. 6. That nothing contained in this act shall be so construed as to *effect* [affect] any rights heretofore acquired by third parties to any lands claimed under said grant; and the provisions of an act of the General Assembly of Iowa, entitled "An Act to quiet the title to certain lands sold by the State of Iowa, to individuals, as part of the Des Moines river grant," approved April 2, 1866, are hereby ratified and confirmed; *Provided*, That said consolidated railroad company shall relinquish to the county of Pottawattamie all right or claim which it now has or may hereafter acquire to any bonds or agreements to take stock or indebtedness heretofore voted by the county of Pottawattamie to or in aid of the construction of the Mississippi & Missouri railroad, so far as said consolidated railroad company is concerned, all acts, votes, decrees or agreements on the part of Pottawattamie county to issue bonds to the Mississippi & Missouri Railroad Company, are hereby declared null and void.

Publication
clause.

SEC. 7. This act, being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Daily State Reg-

ister, and the Iowa Evening Statesman, newspapers published at Des Moines, Iowa.

Approved, February 11, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman* February 12, 1868, and in the *Daily State Register* February 13, 1868, and that it was republished with some verbal corrections in *The Iowa Evening Statesman* February 26, 1868, and in the *Daily State Register* February 27, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 16.

LAND-GRANT TO M'GREGOR WESTERN RAILWAY COMPANY RESUMED.

AN ACT to Resume all the Lands and Rights conferred upon the McGregor Western Railroad Company, by or under an Act of Congress approved May 12, A. D., 1864.

WHEREAS, By an act of Congress approved May 12th, A. D., 1864, entitled "An act for a grant of lands to the state of Iowa, in alternate sections, to aid in the construction of a railroad in said state," certain lands were granted to the state of Iowa for the use and benefit of the McGregor Western Railroad Company, for the purpose of aiding in the construction of a railroad from a point at or near the foot of Main street, South McGregor, in said state, in a westerly direction, by the most practicable route, on or near the forty third parallel of north latitude, until it shall intersect the proposed railroad running from Sioux City to the Minnesota state line, in the county of O'Brien, in said state of Iowa, which said grant was made to and accepted by the state of Iowa, upon the conditions, restrictions, and qualifications therein named; and

WHEREAS, Said act of Congress farther provides that in the event of the failure of said McGregor Western Railroad Company to build twenty miles of said road during each and every year from the date of its acceptance of said grant, then the state may resume said grant, and so dispose of the same as to secure the completion of a road on said line; and

WHEREAS, Said McGregor Western Railroad Company has wholly failed to build said railroad as therein required, and to perform the conditions of said grant, and has forfeited all right to the benefits of said grant; now, therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all lands and all rights to said lands, granted or intended to be granted to the McGregor Resumes grant of lands heretofore made to McGregor & Western Railroad Comp'y.

Western Railroad Company by said act, be and the same are hereby absolutely and entirely resumed by the state of Iowa, and that the same be and are as fully and absolutely vested in said state as if the same had never been granted to said railroad company.

SEC. 2. This act being deemed of immediate importance shall take effect and be in force from and after its publication in the Iowa State Register and Iowa Statesman newspapers published at Des Moines, Iowa.

Approved February 27, 1868.

I hereby certify that the foregoing act was published in *The Iowa Statesman* February 28, 1868, and in *The State Register* February 29, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 26.

DUBUQUE AND SIOUX CITY LAND—GRANT.

AN ACT Resuming certain Rights conferred upon the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company, by an Act approved July 14, 1856, and Acts amendatory thereof, and to Repeal certain Laws in relation thereto.

WHEREAS, By an act of Congress, approved May 15, 1856, there was granted to the State of Iowa, certain land to aid in the construction of certain railroads in said state, upon certain terms, conditions and restrictions under which said lands might be disposed of; and

WHEREAS, The General Assembly of the State of Iowa, by an act approved July 14, 1856, accepted said grant of lands upon the terms, conditions and restrictions contained in said act of Congress, and transferred and granted to the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company that portion of said lands granted by said act of Congress, to aid in the construction of a railroad from the City of Dubuque to a point on the Missouri river, at or near Sioux City, with a branch from the mouth of the Tete Des Morts, to the nearest point on said road, in consideration on the part of said company that it would complete and equip within the time therein specified; and

WHEREAS, Said Company having failed to complete and equip said road, as required in said act, obtained by an act of the General Assembly of Iowa, approved April 7, 1862, an extension of time for the completion of said road in further consideration of the release of certain lands in said last mentioned act described; and

WHEREAS, The said Dubuque and Pacific (now Dubuque

and Sioux City) Railroad Company, has failed and refused to execute the said releases; and has failed to complete and equip the number of miles of their said road as by said acts of transfer and extension they were required to have completed and equipped at this time; thereby, at the option of the State, annulling all their right and title to the lands so transferred to said company by said act of July 14, 1856, excepting only one hundred and twenty sections of said land for each twenty miles of said road, now completed and equipped, whereby the state has the right to resume all the right, title, and interest in and to the remainder and residue of the land originally granted to said company; and

WHEREAS, The good faith of the State, in carrying into execution the trust conferred upon her by said act of Congress, requires that the remaining land and all title to the same should be resumed, to the end that the road, to aid which the same was granted, may be speedily completed: now therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all the right, title, or interest in and to the land heretofore granted, or intended to be granted, to the Dubuque and Pacific (now Dubuque and Sioux City) Railroad Company, by an act approved July 14, 1856, entitled "An act to accept the grant and carry into execution the trust conferred upon the State of Iowa by an act of Congress, entitled 'An act making a grant of land to the State of Iowa, in alternate sections, to aid in the construction of certain railroads in said State, approved May 15, 1856,'" and acts amendatory and supplementive of the same, be and the same are hereby absolutely and entirely resumed by the State. *Provided, however,* that nothing in this act contained shall be construed to affect or in any manner impair the title of said company to the one hundred and twenty sections of said land for each and every twenty miles of their road which is now completed and equipped.

Resuming
grant of lands
heretofore
made to Du-
buque & Sioux
City Railroad
Company.

SEC. 2. The fifth section of said act, approved July 14, 1856, and all other acts and parts of acts inconsistent with this act, are hereby repealed.

SEC. 3. This act, being deemed of immediate importance shall take effect and be in force from and after its publication in the Iowa State Register, published at Des Moines, and The Iowa Northwest, published at Fort Dodge, Iowa.

Approved, March 10, 1868.

I hereby certify that the foregoing was published in the *Daily State Register* March 12, 1868, and in *The Iowa North-West* March 18, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 30.

FOR SETTLEMENT OF CLAIMS CONNECTED WITH CROTON
AND PLYMOUTH DAMS, DES MOINES RIVER.

AN ACT supplemental to Chapter 22 of the Laws of the Eleventh General Assembly, providing for the Settlement of Contracts and Claims growing out of the Des Moines River Improvement.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That there is hereby appropriated out of any moneys in the hands of the Treasurer of State arising from the sales of the lands mentioned in section four, chapter 108 of the laws of the Tenth General Assembly, the sum of twenty-six thousand three hundred and nineteen dollars and thirty cents, for the payment of the following claims, to-wit: Wells & Co., for repairs on the Croton dam, in the fall of 1861, the sum of fifteen hundred dollars; Gray & Co., for repairs upon said dam, in the years 1862 and 1863, the sum of two thousand dollars; Wells & Co., for repairs upon said dam, in the year 1866, the sum of twenty eight hundred and sixteen dollars; Hogsett & Chidister, for repairs on said dam in the year 1866, one hundred and seventy-four dollars and twenty-five cents; and to Wells & Co., the further sum of eight thousand five hundred and nine and 75-100 dollars in consideration and for the purpose of rebuilding said dam at Croton, and for the releases as hereinafter stipulated; and to O. H. P. Scott for the cancellation and surrender of the original contract, of the State of Iowa, made through H. W. Sample, as President of the Board of Public Works, with John McCune and Charles F. McCune, dated 5th of March, 1849, for the construction of a lock and dam at Plymouth, together with all the supplemental contracts respecting said lock and dam, (which original and supplemental contracts are now held by said Scott as assignee,) and also for the surrender of all rights to him (Scott) accruing as assignee of the contract of the State of Iowa, made to Jonas Houghton for the lease of water-power for twelve run of stone at Plymouth, and for the releases hereinafter provided, and for the building of the dam at Plymouth, as hereinafter stipulated, the sum of eleven thousand dollars; and to the estate of E. Mayne the sum of one hundred and sixteen and 80-100 dollars; to Ed. Johns[t]on the sum of ninety-one dollars and fifty cents; to J. E. Jewi[e]tt, ninety dollars; and to Sample & Kenley twenty dollars; with interest from March 28th, 1864, on each of the four last mentioned sums, the same having been allowed to said parties respectively by section 9, chapter 108, acts of the Tenth General Assembly, and the Auditor of State is hereby required to draw warrants therefor, upon the written application of the said parties or their

Appropriation
for certain
claims

assignees, which warrants shall be payable out of the moneys mentioned in section one, chapter 22, of the laws of the Eleventh General Assembly, and shall draw interest at the rate of seven per cent. per annum. 1866, chapt. 22.

SEC. 2. The warrants issued under the provisions of this act shall be receivable in payment for lands sold under the provisions of the various acts relating to the sale of lands mentioned in section one of this act.

SEC. 3. Before the said parties mentioned in section one of this act shall be entitled to receive any of the warrants hereinbefore provided for, they shall surrender to the State of Iowa, all leases held by them, of every kind and description, and shall release the State of Iowa and the Des Moines Valley Railroad Company from all present and future liabilities growing out of or incident to any of the matters, by lease or otherwise, pertaining to the Croton dam. And before said O. H. P. Scott shall be entitled to receive the warrants coming to him as hereinbefore provided, he shall surrender to the State of Iowa, and release the State of Iowa and the Des Moines Valley Railroad Company from all liability upon, the original contract of the State of Iowa, and all supplemental contracts for the building a lock and dam at Plymouth, and shall also surrender to the State of Iowa all rights arising thereunder, and release the State and the Des Moines Valley Railroad Company from all past, present, and future liability upon or on account of the contract or lease of water power originally made by the State to Jonas Houghton for twelve run of stone at Plymouth, and from all liability present and future growing out of or connected with said dam and water-power at Plymouth, and shall also file in the Register's office satisfactory evidence of the assignments of the same to him, and shall complete the dam at Plymouth at his own cost and expense, within five years from the passage of this act.

SEC. 4. Upon the execution of the releases provided for in section three of this act to the state of Iowa, and the Des Moines Valley Railroad Company, and upon filing satisfactory evidence of such releases in the Register's office of the state of Iowa, the Governor shall upon the written request of the said railroad company execute a conveyance, in the name of the state of Iowa, to said Wells and Company, without warranty, of the lock and dam at Croton, and of the lands appurtenant on either side of the river, and the water-power thereto belonging. And when said O. H. P. Scott shall surrender to the state of Iowa the original and supplemental contracts aforesaid for the construction of a lock and dam at Plymouth, and shall discharge the state and the Des Moines Valley Railroad Company from all liability arising thereunder, and when he shall discharge the state and said railroad company from all past and future liability upon the lease of water-power at Plymouth aforesaid, and from all past and future liability growing out of

or connected with said lock, dam, water-power, or leases, and shall file satisfactory evidence of such releases and discharge and surrender in the Register's office of said state, the Governor shall upon the certificate of the Register of the State Land Office of the completion of said dam execute a conveyance, without warranty, in the name of the state of Iowa, to said O. H. P. Scott, of the lock and dam at Plymouth, and of the lands appurtenant on either side of the river, bought by the state of Iowa, for the use of mill-yards, being about eight acres in all, with the exclusive right to the said Scott, to use the water power created by the construction of such dam, and any other privileges connected therewith; and the state of Iowa is hereby released from all liability to keep said dam in repair.

SEC. 5. Whereas all liabilities past, present and future, of every kind and description growing out of or connected with the water-leases or water power and with building of the locks and dams at Keosauqua, Bentonsport, and Bonaparte, have heretofore been adjusted and settled, and the state of Iowa and the said railroad company have been released therefrom; now, therefore, this act is intended to be, and is a full, complete and final settlement of all claims and liabilities, present and future, against the state of Iowa and said railroad company, growing out of or connected with the water-leases and the building the locks and dams at Plymouth and Croton.

SEC. 6. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Iowa Statesman, newspapers published at Des Moines, Iowa.

Approved March 18, 1868.

I hereby certify that the foregoing act was published in the *Daily State Register* March 21, 1868, and in *The Iowa Evening Statesman* March 23, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 48.

LOCAL TAX TO AID RAILROADS.

MARCH 27. AN ACT to enable Townships and Incorporated Towns and Cities to aid in the Construction of Railroads.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That it shall be lawful for any township, incorporated city or town in this state, through which any railway has been or hereafter may be located, or to which it may be contiguous, to aid in the construction thereof, as hereinafter provided.

SEC. 2. Whenever a petition shall be presented to the council or trustees of any incorporated city or town, or any township, signed by one-third of the resident tax-payers of such township, city or town, asking the question of aiding in the construction of any railway to be submitted to the voters thereof, it shall be the duty of the trustees or council, or boards of trustees, to immediately give notice of a special election, such notice to be given in the manner of notices of general elections, which notices shall specify the rate of tax to be raised, at which election the question of "taxation" or "no taxation" shall be submitted; and if a majority of the votes polled be "for taxation," then in that case the township trustees and councils, or trustees of cities and towns, shall at once determine the *per centum* of the same, and cause their respective clerks or recorders to prepare and certify to the clerk of the board of supervisors, as soon as practicable, lists of the same, which shall be an equal percentage on the taxable property in such township, city or town, but said rate shall not exceed five per cent. upon the assessed value of the property therein.

SEC. 3. That so soon as such tax lists are prepared, the tax herein provided for shall be due and collectible in the same manner as the county tax is collected; and it shall be the duty of the treasurer of the county to proceed by himself or deputy to collect the same, and to pay it into the treasury of such county; and the same shall be paid out by such treasurer upon the order of the president or managing director of the railroad company, whose road such tax is voted to aid; which order shall be accompanied by estimates of the engineer in charge of the work on such road, showing that an equal amount has been expended for the construction of such work within such county; and it is hereby provided that the tax so raised by any township, city or town shall be only expended to aid in the construction of such road within such township, or the one contiguous thereto, as near as practicable: *provided*, that any tax-payer producing to the county treasurer, prior to the collection of the tax, a voucher of the proper officer of the railroad company, showing that his tax has been paid to the satisfaction of the company, shall, on filing the same with the county treasurer, be discharged from the tax.

How tax may
be collected.

SEC. 4. All acts or parts of acts conflicting with the provisions of this act are hereby repealed.

SEC. 5. This act being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Iowa Evening Statesman, newspapers published in Des Moines, Iowa.

REPORT OF RAILROAD COMMISSIONERS.

This bill having remained with the Governor three days (Sunday excepted), the General Assembly being in session, has become a law this 27th day of March, A. D., 1868.

ED WRIGHT, *Secretary of State.*

I hereby certify that the foregoing act was published in the *Daily State Register* March 29, 1868, and in the *Iowa Evening Statesman* March 30, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 57.

DES MOINES VALLEY RAILROAD AND LANDS.

MARCH 31.

AN ACT Prescribing the Terms and Conditions on which the State will Relinquish and Convey to the Des Moines Valley Railroad Company certain Rights and Privileges in respect to the Resumption of Lands heretofore granted to said Company.

WHEREAS, By act of Congress approved August 8, 1846, there was granted to the then Territory of Iowa, certain lands to aid in the improvement of the Des Moines river, in said Territory; which grant the state of Iowa, by joint resolution of the General Assembly, approved January 9, 1847, accepted for the purposes therein specified; and,

WHEREAS, The General Assembly of this state, by an act approved March 22, 1858, granted such portion of said lands as had not been previously disposed of, to the Keokuk, Fort Des Moines and Minnesota Railroad Company, to aid in the construction of a railroad from the city of Keokuk up and along the valley of the Des Moines river by the way of the city of Des Moines to the northern line of the state, in the direction of the southern bend of the Minnesota or St. Peter's river, and providing that said grant should become operative when the consent of Congress to the diversion of said lands should be obtained, or the title thereto vested in the state; and also imposing upon said company, in case of its acceptance of said grant, certain conditions and restrictions, among which it was provided that said company would complete seventy-five miles of said road within three years, and thirty-three miles each year thereafter for five years, and the whole line on or before the first day of December, 1868; and,

WHEREAS, Such consent of Congress to the diversion was given by an act approved July 12, 1862, and said company afterward accepted said grant; and,

WHEREAS, Said Keokuk, Fort Des Moines & Minnesota Railroad Company is now known as and called the Des Moines Valley Railroad Company; and,

WHEREAS, Said railroad [company] is in default in respect to the time of construction of said road, and in the performance of other conditions of said grant, whereby the state has the right to resume the whole or a part of said lands; therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the reserved rights and interests of the state in respect to the resumption and disposal of said lands are hereby relinquished to and conferred upon said Des Moines Valley Railroad Company, in the manner and upon the performance of the conditions precedent by said company, as hereinafter set forth, and not otherwise, viz. :

Relinquish-
ment to D. V.
R. R. Co.

First—That it shall be the duty of the Register of the State Land Office, as soon as practicable, and before the first day of July, 1868, to set apart and reserve from the remaining river lands within the grant, and lying in place next north of township number ninety, and upon which there are no settlers claiming homestead rights, and exclusive, also, of the ten sections set apart and sold to S. H. Taft, one hundred thousand acres of said lands, which shall be especially held to secure the payment of the claims described in sections 1 and 2 of chapter 22 of the laws of the Eleventh General Assembly of Iowa, and also of such claims as have been or may be allowed by the present General Assembly.

Second—That if the said Des Moines Valley Railroad Company shall fail to pay in full and discharge all the claims in the preceding paragraph mentioned, by or before the first day of July next, then it shall be the duty of the Register of the State Land Office, and he is hereby required to proceed immediately to sell at his office in Des Moines, for cash, to the highest bidder, for not less than one dollar and fifty cents per acre, all the lands reserved by the preceding paragraph, or so much thereof as shall produce the amount of money remaining due and unpaid on such claim: *Provided*, That he shall first advertise the sale of such lands for not less than sixty days in four different newspapers published, one in Springvale, one in Fort Dodge, one in Des Moines, and one in Keokuk, Iowa; and, *Provided further*, That such lands shall be sold by him in quantities not less than forty acres, nor more than one hundred and sixty acres each, and that the warrants issued by the State Auditor on account of the claims aforesaid, shall be received as cash in payment of lands bought at such sale; and, *Provided further*, That said company shall have the right to pay said claims at any time before such sale of the lands.

Co. may pay
claims.

Third—That upon such sale and payment of the purchase money, the register shall issue a certificate to the purchaser, showing the land purchased by him and the amount paid therefor; and upon the presentation thereof to the Governor he shall execute to the purchaser a deed in the name of the State of Iowa, without warranty, conveying the lands so purchased, which deed shall be effectual to pass all the

Register to
certify.

Gov. to exe-
cute deeds.

Moneys for lands to be paid claimants—how.	right and title thereto now held by the state, or which may hereafter be acquired by the state from the United States; and all moneys, the proceeds of the sales of lands as aforesaid; shall be by the register paid into the state treasury for the use of the holders of the unpaid claims herein provided for; which shall be paid in the order specified in section 1 of chapter 22 of the laws of the 11th General Assembly, upon the production and surrender of the warrants therefor; and if there should be an amount insufficient to pay the same in full, then the same shall be paid <i>pro rata</i> ; and if there shall remain a balance after paying the same in full, such balance shall be paid over to said railroad company.
1866, ch. 22.	<i>Fourth</i> —That the register of the state land office shall, as soon as practicable and prior to the first day of July next, select from the lands embraced in the said act of Congress, approved July 12, 1862, excluding the lands reserved and described in the first paragraph hereof, one hundred thousand acres of said land of average value as near as practicable, and embracing the ten sections sold to S. H. Taft; and the lands so selected, as well as the proceeds of any portion thereof now sold, shall be held and applied exclusively for the construction of said railroad above Des Moines as now provided by law, and shall be conveyed and patented to said railroad company, or to such person or persons as they shall direct, only upon the completion of said railroad into the town of Fort Dodge, situated on the east side of the Des Moines river, within the year 1870, which said company agrees to do; and the evidence of such completion shall be the running of trains into said town within the time specified, and none of said lands shall be patented until such completion, and the proceeds of any portion thereof sold under provisions of existing law shall be at the same time paid over to said railroad company. The said railroad company shall also have not less than sixty-five miles of said road from their present terminus graded during the present and the ensuing calendar year.
Register of S. L. O. to select 100,000 acres for road above D. M. Lands and proceeds to be turned over when road is completed to Ft. Dodge, in 1870. 65 miles to be graded in 1868-'69.	<i>Fifth</i> —That so soon as satisfactory evidence shall be furnished to the Governor that all the claims herein provided for have been settled and paid, or fully discharged, whether by the sale of the land, or by payments made by said railroad company, he shall execute and deliver to the Des Moines Valley Railroad Company, or to their assigns, a deed or deeds in the name of the State of Iowa, without warranty, for all the lands embraced in the said act of Congress, approved July 12, 1862, save and except the one hundred thousand acres hereinbefore reserved for the construction of said road above the city of Des Moines to Fort Dodge; and except also any lands embraced in said grant which may have been reserved by any act passed prior hereto by the State of Iowa for the protection or benefit of settlers or persons claiming homesteads thereon; and the settlement made and approved June 20, 1866, by the
Governor to deed lands to Company.	
Exceptions.	
Settlements with D. M. V. R. R. Co. and U. S. ratified.	

Census Board of the State of Iowa with the Des Moines Valley Railroad Company, and the settlement with the United States therein referred to, are hereby ratified and confirmed.

SEC. 2. In case of non-compliance by said railroad company with the foregoing conditions by it to be performed, then, without further legislation, this act shall have the force and effect of an act of resumption, and all rights of said company in and to said lands, or any part thereof, heretofore or hereby granted to said company, and not at the time of such failure actually conveyed by the state to said company, shall be forfeited to and revested in the State of Iowa, as full[y] as if the grant thereof had never been made by the state. In case of non-compliance, Co. to forfeit land-grant.

SEC. 3. This act shall be accepted by the said railroad company, and evidenced by the signature of the president and secretary of said company, with the corporate seal thereof, within thirty days from the approval of this act, but the non-acceptance by the said Des Moines Valley Railroad Company of this act shall not prevent all the foregoing provisions thereof from having the same operation and effect as if the same had been accepted by said company. The company accepting the provisions of this act shall at all times be subject to such rules, regulations, and rates of tariff for transportation of freight and passengers as may from time to time be enacted by the General Assembly of the State of Iowa. To be accepted in 30 days. Restrictions on tariff.

SEC. 4. So much of section three of chapter one hundred and eight, of the laws of the Tenth General Assembly, and of other laws and provisions relating thereto, including section five of said chapter, as requires the lands hereinbefore referred to, or any part thereof, to be classified or graded by commissioners, and all other acts and parts of acts inconsistent with this act, are hereby repealed. 1864, ch. 108. Law for grading lands by commissioners repealed.

SEC. 5. This act shall be in force and have effect from and after its publication in the State Register and Evening Statesman, papers published in Des Moines, Iowa. Taking effect.

Approved March 31, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman* April 1, 1868, and in the *Daily State Register* April 2, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 58.

LANDS GRANTED TO THE M'GREGOR & SIOUX CITY RAILWAY COMPANY.

MARCH 31.

AN ACT Making a Grant of Land to the McGregor & Sioux City Railway Company, or, in case of their failure to accept the same, to the Forty-Third Parallel Company, and to execute the trust conferred by Act of Congress entitled "An Act for a Grant of Land to the State of Iowa, in Alternate Sections, to aid in the construction of a Railroad in said State," approved May 12, 1864.

Land-grant
for R. R. from
McGregor to
O'Brien Co.
given to McG.
& S. C. Rail-
way Co.

Proviso: re-
strictions on
tariff, &c.

Conditions.

Route.

Points.

Terminus.

Further con-
ditions.

Road to
Chickasaw,
Sept. 1869.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That all the lands, rights, and privileges that are granted to the state of Iowa by an act of congress, approved May 12, 1864, for the purpose of aiding in the construction of a railroad from a point at or near the foot of Main street, South McGregor, in said state, in a westerly direction, by the most practicable route, at or near the forty-third parallel of north latitude, until it shall intersect the proposed railroad running from Sioux City to the Minnesota state line, in the county of O'Brien, in said state of Iowa, are hereby granted and conferred to and upon the McGregor & Sioux City Railway Company, a corporation organized under the laws of the state of Iowa: *provided*, said railroad company accepting the provisions of this act shall at all times be subject to such rules, regulations, and rates of tariff for the transportation of freight and passengers, as may from time to time be enacted and provided for by the General Assembly of the state of Iowa, and further subject to the conditions, limitations, restrictions, and provisions contained in this act, and in the acts of congress granting said lands to the state of Iowa.

SEC. 2. This grant is made upon the express condition that said railway company shall have constructed and in running order a line of railway as required by the provisions of the act of congress making said grant to the state, and of this act, upon the most practicable route, on or as near as practicable to the forty-third parallel of north latitude, running within one mile of New Hampton, in Chickasaw county, and running from thence by way of, and within one mile of, St. Charles City, Mason City, and Algona, until it shall intersect, in the county of O'Brien, in this state, the proposed railroad running from Sioux City to the Minnesota state line.

SEC. 3. This grant is conferred on the McGregor & Sioux City Railway Company on the further express conditions that in case said company shall fail to have its railway built and completed in good running order as far west as to Chickasaw, in range fourteen, in Chickasaw county by the first day of September, 1869; or in case said com

pany shall fail to build and complete in good running order at least twenty miles in addition in each and every year thereafter, and the whole of said road by the first day of December, 1875; then, and in case of any such failure, or on failure to comply with any of the conditions of this act, the state of Iowa may at any time resume all rights conferred by this act, and resume all rights to the lands hereby granted, and which may remain undisposed of to said company on account of road actually built in compliance with the terms of this act; *provided*, that if in any one year more road shall be built than is required by this act, it shall be regarded and treated as road built in the next succeeding year or years.

20 miles a year.

Whole road in 1875.

State may resume.

Proviso.

SEC. 4. This railway shall be constructed upon the usual gauge of other first-class railroads in this state, and shall be constructed and finished in a style and of a quality equal to the average of other first-class western railroads.

Construction. Gauge.

SEC. 5. The said company shall be entitled to the benefit of the selections of lands already made under the grant to the state of Iowa, of lands to aid in the construction of a railroad from McGregor westward on or near the forty-third parallel, approved May 12th, 1864; and the line located under said grant shall be binding only so far as applicable to said selections.

Co. to have benefit of selections already made.

SEC. 6. It is hereby made the duty of the Governor when ten consecutive miles of railroad has been built in accordance with the provisions of this act, to certify that fact to the Secretary of the Interior, and so on for each consecutive ten miles thereof, as the same shall be completed, and whenever the said McGregor and Sioux City Railway Company shall have completed in good running order, according to the provisions of this act, its railway to a point within one mile of St. Charles City, in Floyd county, it shall be the duty of the Governor of this state to cause patents to be issued to said railway company for one hundred and fifty sections of said land, and when the said railway company shall in like manner have completed its railway to the east line of range twenty-two, in Cerro Gordo county, then the said Governor shall cause patents to be issued to said railway company for one hundred and fifty sections of land; and when the said railway company shall in like manner have completed its railway to a point within one mile of Algona, in Kossuth county, then the Governor shall cause patents to be issued to said company for one hundred and fifty sections more of said lands; and when the said railway company shall in like manner have completed its railway to the Little Sioux river, then the said Governor shall cause patents to be issued to said company

Duty of Governor.

Certify building of road.

Patents to issue.

Same.

Same.

for all the balance of the lands granted for that purpose; *provided*, that the said railway company shall not convey or encumber any of said lands prior to the time it shall be entitled to patents therefor, as provided in this act; and

Proviso: Co. not to encumber lands before issue of patents.

this act shall not be so construed as to grant to said railway company, or any person or persons whomsoever, any of said lands for any railroad heretofore built.

Settlers under homestead laws before 1866 may purchase lands.

SEC. 7. All lands embraced in said grant which were entered prior to January 1, 1866, under the homestead laws of the United States, shall be patented by the Governor of this state to the parties by whom the same were so entered, or to their heirs or grantees, upon the payment by them into the state treasury, within two years from the passage of this act, of the price of such lands as homesteads under the laws of the United States; and the money so paid for such lands shall be held for and paid over to said railway company when such lands would have been earned by said company by the extension of said road as required in this act.

If McG. & S. C. Co. do not accept, 48d Parallel Co. may.

SEC. 8. It is further expressly provided that if said McGregor & Sioux City Railway Company shall fail or refuse to accept of this grant upon the conditions hereby imposed, and in time and manner as herein required, the Forty-Third Parallel Railway Company may accept the grant within sixty days thereafter, and shall thereby become substituted to all the rights, and subject to all the conditions hereinbefore mentioned, to the same extent as if said Forty-Third Parallel Railway Company had been mentioned in this act in the place of the McGregor & Sioux City Railroad [way] Company, wherever the same occurs therein.

McG. & S. C. R. Co. must accept in 30 days.

SEC. 9. The said McGregor & Sioux City Railway Company shall assent to, and accept the provisions of this act by a written instrument under the seal of such corporation, with the signatures of the proper officers, within sixty days after the passage of this act; which said acceptance shall be filed in the office of the Secretary of State, and be by him recorded in the book by him kept for the recording of articles of association. And, as a further condition of this

Further conditions.

grant, and at the time of the acceptance hereinbefore required, and as a part thereof, the said McGregor & Sioux City Railway Company shall procure and file with the Secretary of State, a full, absolute, legal, and effectual waiver, release, and surrender of all claim, right, or interest, or pretended claim, right, or interest of the McGregor Western Railroad [way] Company, its successors or assigns, in or to any of the lands granted to this state by act of Congress, approved May 12th, A. D., 1864, which claim, right, or interest arises out of or is on account of any railroad already

Co. must obtain release of McG. W. Co.

Proviso: additional grant.

constructed: *provided*, that if the Congress of the United States shall make any additional grant of land to the state of Iowa, to aid in the construction of a railroad from McGregor or any intermediate point, to a point in O'Brien county, and the said McGregor & Sioux City Railway Company, their successors or assigns, shall comply with all the provisions of this act, and shall construct their railroad to O'Brien county, in the manner and time as provided in this act, then

this release shall not operate to deprive said last named company, their successors or assigns, of land in said contemplated additional grant for any railroad constructed on said line between McGregor and O'Brien county.

SEC. 10. This act being deemed of immediate import- Taking effect.
ance, shall take effect and be in force from and after its publication in the Daily State Register and Iowa Evening Statesman.

Approved March 31, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman* April 2, 1868, and in *The Daily State Register* April 3, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 79.

PARTIES OPERATING RAILROADS LIABLE FOR INJURIES TO LIVE STOCK.

AN ACT to amend chapter 169 of the acts of the Ninth General Assembly in relation to the duties of railroad companies.

SECTION 1. *Be it enacted by the General Assembly* Companies, &c., running R. R. liable for injuring, &c., live stock.
of the State of Iowa, All companies, lessees or corporations, hereafter running or operating any railroad within this state, shall be liable for injuring, destroying, or killing any *line* [live] stock, the same as railroad companies now are, and all the provisions of chapter 169 of the acts of the Ninth General Assembly, which apply to the putting in of cattle guards. cattle-guards, the fencing of the road, the injuring, destroying, or killing of live stock, the neglect of agents and employes, shall be held to apply to such companies, lessees, or corporations, as though they were specially named therein, and parties suffering injuries from the running and operation of such roads by such parties, shall have all the remedies prescribed in said chapter as fully as they now have against the railroad company. Parties injured to have remedies against less-ees, &c.

SEC. 2. This act, being deemed of immediate import- Taking effect.
ance, shall go into effect from and after its publication in the Daily Iowa Register and Iowa Homestead, newspapers published at Des Moines, Iowa.

Approved April 3, 1868.

I hereby certify that the foregoing act was published in *The Daily State Register* April 8, 1868, and in *The Iowa Homestead* April 9, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 117.

RAILROADS MAY TAKE REAL ESTATE FOR DAMS AND RESERVOIRS.

AN ACT to enable railroad corporations to take and hold real estate for the purpose of constructing and maintaining dams and reservoirs to hold and accumulate water to supply engines, and for the purpose of laying down pipes to supply water for the use of engines used in operating such railroads.

SECTION. 1. *Be it enacted by the General Assembly of the State of Iowa,* That any railroad corporation owning or operating, or that may hereafter own or operate, any railroad within this state, may, at such points as may be deemed necessary by said corporation for water-stations, take and hold additional real estate for the purpose of erecting and constructing dams and thereby forming reservoirs to accumulate and hold water to supply the engines used in operating such railroad: *Provided,* That the dwelling-house, out-house, orchard, or garden of the proprietor of any real estate so taken shall not be overflowed or otherwise injuriously affected thereby. The commissioners who may assess the damage to the owner, as hereinafter provided, shall state in their report whether the dwelling-house, out-house, orchard, or garden of the proprietor of any real estate so taken will be overflowed, or otherwise injuriously affected, by the erection and maintaining of such dam. The land so taken shall at the option of the owner be set apart by such commissioners in a square or rectangular shape if the owner requests it, including all the overflowed land, but shall not deprive the owner of the land to [of] the access to and use in common with such company of the water in such stream on his own land.

SEC. 2. That any such railroad corporation may lay down pipes through any land adjoining the track of the railroad, and not to a greater distance than three-fourths of a mile from such track, (unless by consent of the owners of the land through which the pipes may pass beyond that distance,) and maintain and repair such pipes, and thereby conduct water for the supply of the engines of such railroad from any running stream; and such corporation shall without unnecessary delay, after laying down or repairing such pipes, cover the same so as to restore the surface of the land through which they may pass to its natural grade; and said corporation shall, as soon as practicable, replace any fence that it may be necessary to open in laying down or repairing such pipes; and the owner of the land through which the same may be laid shall have a right to use the land through which such pipes pass, in any manner not to interfere with such pipes: *Provided* also, That said pipes

R. R. corporations may take real estate for dams & reservoirs for use of road

Proviso: Dwelling-houses, &c., not to be overflowed or injured. Commissioners to make statement of overflow or injury.

Shape of land taken.

Owner to have access.

Co. may lay pipes through lands adjoining railroads to running streams.

Pipes to be covered.

Owner to have right to use land.

shall not be laid to any spring, nor be used so as to injuriously withdraw the water from any farm.

Proviso:
Pipes not to
go to spring,
&c.

SEC. 3. That in any case under this act, where the owner of any real estate shall refuse to grant the right to construct such dam and reservoir, or to lay down and maintain such pipes, as the case may be, the damage which such owner will sustain by reason of the erecting of such dam and reservoir, or by reason of the laying down and maintaining of such pipes, shall be assessed and paid in the manner provided for assessing damages in the act entitled "An act granting to railroad companies the right-of-way," contained in article 3 of Revision of 1860; and all the provisions of that act, in relation to the assessment and payment of damages and to the mode of giving notice to non-residents, and in other cases, shall be applicable to proceedings under this act, and either party shall have a right to appeal from the assessment of damages herein provided for in the manner provided in that act contained in said article 3, and with the same effect: *Provided*, That if the commissioners so assessing damages shall state in their report that the dwelling-house, out-house, orchard, or garden, of the proprietor of any real estate so taken, will be overflowed or otherwise injuriously affected by the erection and maintaining of such dam, then said dam shall not be erected until it shall have been otherwise determined on the trial of the said appeal in the district court; and the appeal above provided for shall carry with it the question whether the dwelling-house, out-house, orchard, or garden of the proprietor of any real estate so taken will be thus overflowed or otherwise injuriously affected, and such question, as well as the amount of damages, shall be tried in the district court on such appeal.

Assessment
of damages.

Rev., ch. 65,
art. 3.

Appeal.

Proviso:
where dwelling-house, &c.
is injured.
dam not to be
built till trial
in dist. court.

Question of
overflow or
injury, and
am't of dam-
ages, to be
tried on ap-
peal.

SEC. 4. This act shall apply as well to dams of the kind above mentioned already in existence, and to the heightening of the same, as to those hereafter to be erected: *Provided*, That the provisions of this act shall not operate to discontinue any suit brought for damages on account of any dam until the railroad company, for whose benefit the application is made, shall deposit with the clerk sufficient money to pay all costs, including reasonable attorneys' fees incurred by the owner of the land in bringing such suit.

Act applied
to existing
dams.

Proviso: not
to discontinue
suits for
damages till
comp'y make
deposit.

SEC. 5. This act shall take effect and be in force from and after the time it is published in the Daily State Register, and Iowa Homestead, newspapers published at Des Moines.

Taking effect.

Approved April 7, 1868.

I hereby certify that the foregoing act was published in *The Daily State Register* April 21, 1868, and in *The Iowa Homestead* May, 6, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 124.

THE DUBUQUE AND SIOUX CITY LAND GRANT.

APRIL 7.

AN ACT to Legalize, Confirm, and Carry out a Contract between the Dubuque & Sioux City Railroad Company and the Iowa Falls & Sioux City Railroad Company, and to extend the time for completing said Railroad from Dubuque to Sioux City, to grant certain Lands to the Dubuque, Bell[e]vue, and Sabula Railroad Company for the building of the Tete Des Morts Branch, and for other purposes.

Contract between D. & S. C. R. R. Co. and I. F. & S. C. R. R. Co., transferring rights, land-grant, &c., confirmed.

Exception: D., B. & S. R. R. Co.

Adjustment of amount of lands conveyed to third parties.

Grant to Dubuque, Bellevue & Sabula R. R. Co.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That a contract entered into between the Dubuque & Sioux City Railroad Company of the first part, and the Iowa Falls & Sioux City Railroad Company of the second part, transferring so much of the Dubuque & Sioux City Railroad as remains to be constructed, together with the franchises, right of way, depot grounds, and other appurtenances of said road to be completed, also transferring all right and title of the said Dubuque & Sioux City Railroad Company to so much of the lands granted by Congress to aid in the construction of said road as shall appertain to, or be legally applicable to the construction of the uncompleted part of the Dubuque & Sioux City Railroad as aforesaid, except as to the lands hereinafter granted to the Dubuque, Bellevue & Sabula Railroad Company, be and is hereby legalized and confirmed.

SEC. 2. That the *pro-rata* of six sections of land per mile, reserved by said contract to the Dubuque & Sioux City Railroad Company, and the *pro-rata* of six sections per mile, conveyed by said contract to said Iowa Falls & Sioux City Railroad Company, shall be adjusted between said companies as follows, to-wit: The land actually conveyed to third parties shall be set apart to said Dubuque & Sioux City Company, not exceeding six sections per mile for the road now built, and if over that number of acres of land have been conveyed, the excess over that amount shall be taken off of the west end of the last installment of the lands so conveyed; and in case less than that amount of lands have been conveyed as aforesaid, then a sufficient amount shall be taken to make up such *pro rata* from that portion of the land-grant next adjoining and immediately west, as near as practicable, to the lands last conveyed by said Dubuque & Sioux City Railroad Company.

SEC. 3. That a *pro-rata* of six sections per mile of said land-grant be and the same is hereby granted to and conferred upon the Dubuque, Bellevue & Sabula Railroad Company, to aid in the construction of said road, known as the Tete Des Morts branch, required to be built by the act of

Congress granting said lands to the state of Iowa: *Pro-* Proviso: not
encumbered
till complet'd
Jan. 1, 1871.
vided, that said company shall not encumber or dispose of said lands until the said branch road shall be completed and opened for business, and that said branch shall be completed within two years from the first day of January next. Said lands shall be of an average quality and value of so Quality.
 much of said lands granted by the United States as now remain undisposed of, and the Governor of Iowa shall se- Governor to
select.
 lect or cause to be selected, the land hereby granted to said Dubuque, Bellevue & Sabula Railroad Company, or cause the same to be reserved from lands outside of the six-mile limits of said grant, and upon completion of said branch, as above provided, he shall execute a patent for said lands to said company.

SEC. 4. That so much of said land-grant as is applicable Grant to I. F.
& S. C. R. R.
Co.
 to the uncompleted portion of the road as aforesaid, west of Iowa Falls, excepting the lands hereby granted to said Dubuque, Bellevue & Sabula Railroad Company, is hereby granted to and conferred upon the said Iowa Falls & Sioux City Railroad Company, subject to the terms and conditions of the act of Congress granting the said lands, dated the fifteenth day of May, A. D., 1856, and the act amendatory thereto, and the act of Congress passed the present session; and also subject to the terms and conditions of this act as herein expressed, as follows, to-wit: The road shall be Conditions.
Route;
 completed as a first class road from Iowa Falls on the route now surveyed, located, and partly graded, through Webster City and Fort Dodge, and the depot buildings shall be erected on the grounds heretofore donated by the people of said towns for that purpose, and shall be completed thence to Sioux City, which route shall be at all points within the limits of the said land-grant. The track of said company shall be laid with a good substantial rail, weighing not less than fifty-six pounds per lineal yard. The road shall be completed to Fort Dodge by the first day of July, 1869, the time now fixed by act of Congress; one-half of the balance within one year from that time, and the remainder before the first day of January, A. D., 1872; and said road, when any twenty miles shall be completed, shall be subject to the lease of the Illinois Central Railroad Company, transferred to the Iowa Falls & Sioux City by the Dubuque & Sioux City Railroad Company, and shall be operated as one con- To be within
limits of
grant. Road
to be at Fort
Dodge, July,
1869;
 tinuous and unbroken through line of railroad from Dubuque to Sioux City. Completd
before 1872.
Lease to Ills.
Central.
One through
line.

SEC. 5. Said lands so granted as aforesaid, to the Iowa Falls & Sioux City Railroad Company, shall be patented by the Governor to said company as the same shall be earned by the building of said road, but no patent shall be issued by him for any portion of said lands until at least seventy-five miles of road shall be completed, and "no patent shall be made for any lands more than forty miles in advance of the point to which said road may be constructed from time Provisions to
regulate the
issue of pat-
ents;

For lands
within fifty
miles of
Sioux City;

For lands in
more than
one county.

Settlers may
purchase $\frac{1}{2}$
section.

Right of re-
sumption.

Acceptance
within thirty
days.

Co. to be sub-
ject to regula-
tions, &c., by
G. A.

If I. F. & S. C.
R. R. Co. re-
fuse to accept,
Census Board
to confer
grant.

Acceptance.

to time," as provided by said act of Congress. No patent shall be made for any lands located within fifty miles of Sioux City, until said company shall have its entire road completed to Sioux City, except for such road as said company may cause to be built and operated from Sioux City eastward, and when said company shall have forty miles of road built and operated from Sioux City eastward, then this restriction shall cease, and such lands may be patented for any road built by said company; and no patent shall include lands situated in more than one county, and said patent shall be, by said company, recorded in the county where said lands lie, and a certified copy of the record of the same may be used as evidence with the same effect as the original. And in case any of said lands hereby granted are now, and were on the first day of January last, occupied by actual settlers residing thereon and improving the same, upon such settler making proof to the satisfaction of the Register of the State Land Office, of such settlement and improvement, he shall be entitled to purchase not exceeding one-quarter section of land of the state, at the rate of \$2.50 per acre, and when such land shall have been earned by the extension of said road, upon the payment to the said company of the said sum, the Governor shall execute a patent to such actual settler for said land.

SEC. 6. The legislature shall have the power to resume the lands not earned at the time of such resumption, on default of said company to build said road to Fort Dodge by the first day of July, 1869, or any portion of the road within the time limited herein, or in case they shall be satisfied that said company is not pushing forward the work on said road with reasonable diligence, so as to warrant the belief that the whole line will be completed to Sioux City by the first day of January, 1872.

SEC. 7. The said Iowa Falls & Sioux City Railroad Company shall signify their acceptance of the terms and conditions of this act, by a written instrument, signed by the president of said company, to be filed with the Governor within thirty days after the passage of this act. The company accepting the provisions of this act shall, at all times, be subject to such rules, regulations, and rates of tariff for the transportation of freight and passengers as may from time to time be enacted by the General Assembly of the State of Iowa. If the said Iowa Falls & Sioux City Railroad Company shall fail or refuse to accept of this grant upon the conditions hereby imposed and in the time and manner as herein required, the census board of this state is hereby authorized, by proper writing, with the seal of the state affixed thereto, to confer the same upon such party or company as shall, in their judgment, be competent to carry the enterprise hereinbefore provided for in good faith, and which shall accept the grant by a proper written instrument duly executed and attested, and shall file the same in the

office of the secretary of this state, subject to all the sections of this act, and the same shall be applicable to such grantee, subject to all the terms and conditions of this act as fully as if named originally herein.

SEC. 8. Nothing in this act contained, shall be construed to affect in any way the titles, rights, or interests of persons or corporations not expressly named in this act. Rights, &c.,
not affected.
Taking effect.

SEC. 9. This act, being deemed of immediate importance, shall take effect from and after its publication in the Daily Iowa State Register and daily Evening Statesman, newspapers published in Des Moines, Iowa. Taking effect.

Approved April 7, 1868.

I hereby certify that the foregoing act was published in *The Daily State Register* April 22, 1868, and in *The Iowa Evening Statesman*, April 22, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 145.

RIGHT OF WAY FOR BRIDGES.

AN ACT Granting the Right of Way for the Construction of Bridges. APRIL 7.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That when any corporation organized under the laws of this state, or any individual, has obtained or shall hereafter obtain from the board of supervisors license for the construction of a toll-bridge across any of the rivers or streams of this state, such corporation or individual may take and appropriate so much private property in the line of such bridge as shall be necessary for a right of way therefor in such width as such corporation or individual may desire, not exceeding sixty feet. Parties constructing toll-bridges may take right of way 60 feet wide.

SEC. 2. Said right of way shall not only extend from one terminus of the bridge to the other, but continuously from and to the points of the roads or streets which said bridge is to accommodate and thus connect. Extent.

SEC. 3. If the owner of such property, over which said right of way extends, shall refuse to grant the same, the sheriff of the county shall, upon application of either party, appoint six disinterested freeholders of the county to assess the damage which the owner, or any person having an interest in or improvement on the property to be taken, will sustain by reason of the appropriation thereof; and all the provisions of section 1317 of the Revision of 1860 shall be held applicable to and govern the action and rights of all parties concerned in the proceeding the same as if it were Assessment of damages.
Rev. § 1317.

herein set out at length, except that the word "bridge" shall be read for and where the word "railroad" now occurs in said section.

Rev. §§ 1316,
1319 & 1320.

SEC. 4. Sections 1316, 1319, and 1320, of article 3 of chapter 55, of the Revision of 1860, shall also govern the method of proceeding in such cases so far as the same may be applicable.

Taking effect.

SEC. 5. This act, being deemed of immediate importance, shall take effect from and after its publication in the Daily State Register and Iowa Evening Statesman, newspapers published in Des Moines.

Approved April 7, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman* April 22, 1868, and in *The Daily State Register* April 23, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 172.

IN RELATION TO RAILROAD COMPANIES, LESSEES, ETC.

APRIL 8.

AN ACT to Amend an Act entitled, An Act in Relation to the Duties of Railroad Companies, approved April 8th, 1862.

Ch. 169, 1862,
extended to
lessees of rail-
roads, & com-
panies opera-
ting same.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all the duties and liabilities imposed upon railroad companies, by chapter 169 of the laws of the Ninth General Assembly, shall apply equally to all lessees of any railroad *company* operating the same within this state, as fully as if such lessees were named therein.

Suits against
company, les-
sees, &c., may
commence in
any county
thro' which
road passes.
Sufficient ser-
vice.

SEC. 2. In all cases of suits against any railroad company, lessees, corporation, or individuals, operating any railroad, for damages claimed either to person or property, the same may be instituted in any county through which the road of said company passes, and service made upon any station or ticket-agent of said company or lessees, transacting business of said company or lessees, shall be deemed sufficient service upon the principal.

Taking effect.

SEC. 3. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in *The Iowa Evening Statesman*, newspaper published at Des Moines, and the *Daily Constitution*, newspaper published at Keokuk, Iowa.

Approved April 8, 1868.

I hereby certify that the foregoing act was published in *The Constitution* April 16, 1868, and in *The Iowa Evening Statesman* April 17, 1868.

ED WRIGHT, *Secretary of State.*

CHAPTER 196.

TAXATION OF RAILROAD COMPANIES.

AN ACT to Repeal Section 16, of Chapter 173, Laws of Ninth General Assembly, regulating the Levy and Collection of Tax on Gross Receipts of Railroad Companies, and to Enact a Substitute therefor. APRIL 8.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That section 16, of chapter 173, of laws of Ninth General Assembly be and the same is hereby repealed, and the following substituted therefor: Section 16. Each railroad company in the state shall annually, on or before the 15th day of February, file in the office of the Treasurer of State a sworn statement setting forth: first, the gross receipts of their railroad without reduction of expenses for the year ending on the 31st day of December preceding; second, the number of miles of their railroad in each county on the 31st day of December preceding; which said statement shall be sworn to by the secretary and treasurer of such company and by the general superintendent of their railroad. And the Treasurer of State shall levy on said gross receipts a tax of one per centum, which the said railroad companies shall pay on or before the last day of February, after which time the said taxes shall become delinquent, and the same penalties and interest shall attach as on other taxes. After the said taxes become delinquent, the Treasurer of State shall proceed to collect the same, in the same manner and with the same rights and powers as a sheriff may on execution. One-half of said taxes, levied and collected as aforesaid, shall be equally apportioned by the Treasurer of State to the several counties through which the said roads respectively run, in proportion to the number of miles of main track of road in each county, and shall be paid over by him to the county treasurer of such county. If any railroad company shall fail to make the sworn statement required by this act, the Treasurer of State shall ascertain as near as may be the gross receipts of such delinquent company, and assess thereupon the said one per centum, and shall seize and levy upon the whole or any part of the property, rights, and franchises of such company, and, after giving ten days' public notice of the time and place of sale, shall proceed to sell the same at public auction, to satisfy the amount of said assessment, together with all costs and expenses incurred in making the assessment and sale. The Auditor of State shall draw a warrant upon the general revenue payable to the order of the Treasurer of State for the necessary expenses incurred by him in either the assessment or the collection of the taxes as required by this act. The tax herein provided for

1862, ch. 173.

Railroad Co. to file statement with treasurer before Feb. 15, 1868, of receipts for the year; and No. miles of road in each county; by whom sworn to.

1 per centum tax.

When delinquent, Treasurer to collect.

Apportionment to counties.

In case of failure to make statement, Treasurer to ascertain the gross receipts and make assessment.

Seizure and sale.

Aud. to draw warrant for Treasurer's expenses.

Taxes for
road-bed,
rolling-stock,
&c.

Other taxes.

shall be in lieu of all taxes for any and all purposes on the road-bed, track, rolling stock, and necessary buildings for operating their road. But other property belonging to such company, whether personal or real, shall be taxed as property of individuals in the respective counties in which the same may lie.

Taking effect.

SEC. 2. This act, being deemed by the General Assembly of immediate importance, shall be in force from and after its publication in the Daily State Register and The Iowa Evening Statesman, newspapers published at Des Moines city, Iowa.

Approved April 8, 1868.

I hereby certify that the foregoing act was published in *The Iowa Evening Statesman*, April 28, 1868, and in the *Daily State Register*, April 29, 1868.

ED WRIGHT, *Secretary of State*.

CHAPTER 10.

SWAMP AND INDEMNITY LANDS OF CERRO GORDO COUNTY.

FEBRUARY 9. AN ACT to Legalize the Devoting of the Swamp and Overflowed Lands, and Indemnity Lands obtained for Swamp and Overflowed Lands of Cerro Gordo County, Iowa, to the Construction of the McGregor and Sioux City Railway through said County.

Preamble.

WHEREAS, The board of supervisors of Cerro Gordo county, did, on the 21st day of August, A. D., 1868, enter into a contract with the McGregor & Sioux City Railway Company, whereby said county did agree to devote and convey certain indemnity lands for swamp and overflowed lands, belonging to said county, to said McGregor & Sioux City Railway Company, in consideration of said company constructing, and putting in operation, a line of railway through said county, on certain terms and restrictions in said contract, particularly set forth; and,

WHEREAS, Said board of supervisors did submit said contract to the people of said county for ratification, at an election by them specially called for that purpose, at which election said contract was ratified by a large majority of the voters of said county, and said contract was by said county, and said McGregor & Sioux City Railway Company, carried into effect, according to the terms and conditions thereof; and,

WHEREAS, Doubts have arisen as to the authority of said board of supervisors to call said election; whereby the title to said lands is rendered doubtful, and less valuable than it would otherwise be; therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That the contract entered into by the board of supervisors of Cerro Gordo county, Iowa, with the McGregor & Sioux City Railway Company, giving, granting, and devoting indemnity lands for swamp and overflowed lands belonging to said county, to said McGregor & Sioux City Railway Company, in consideration of the construction by said company, its successors or assigns, [of] a line of railway through said county, according to all the terms, limitations, and restrictions set forth in said contract; also the election called and held in and by said county, by order of said board of supervisors to ratify said contract by the vote of the people of said county, and all acts, doings, proceedings, and conveyances, done, had, or made, under and by virtue of said contract, and the ratification thereof by the people, be and hereby are made legal, valid, and binding on all parties thereto, in all respects, and to all intents and purposes, and that the records, contracts, and other evidences are receivable in evidence in any court of law or chancery in this state or the United States, any illegality or informality in the making of said contract, calling or holding of said election, and submission of said contract to the people thereof for ratification, to the contrary notwithstanding; and any and all such illegalities or informalities are hereby legalized; and said contract and the proceeding thereunder, are hereby made valid and binding according to their true intent and meaning; *Provided,* That nothing in this act contained shall in any wise affect the legal or equitable rights of third persons, if any such there be, who may have acquired any right or interest in said lands before the same were granted, or attempted to be granted and ceded, to said McGregor & Sioux City Railroad[way] Company.

Grant of
swamp and
indemnity
lands of Cerro
Gordo county
legalized.

SEC 2. This act, being deemed by the General Assembly of immediate importance, shall take effect, and be in force, - from and after its publication in the Weekly State Register, and Iowa Statesman, newspapers published in Des Moines, Iowa, without expense to the state.

Taking effect.

Approved, February 9, 1870.

I hereby certify that the foregoing act was published in the *Weekly State Register*, February 2, and in the *Iowa Statesman* February 12, 1870.

ED WRIGHT, *Secretary of State.*

CHAPTER 73.

TETE DES MORTS BRANCH RAILROAD.

APRIL 7. AN ACT to carry out the provisions of an act of Congress, approved May 15, 1856, granting lands to Iowa to aid in the construction of railroads, and to secure the early completion of the Tete des Morts Branch of the Dubuque and Sioux City Railroad.

1868 : ch. 124. **SECTION. 1.** *Be it enacted by the General Assembly of the State of Iowa,* That the Dubuque, Bellevue & Sabula Railroad Company, having failed and refused to accept the terms and conditions of chapter 124, of the acts of the Twelfth General Assembly, relating to the construction of the Tete des Morts branch railroad, and the grant of land connected therewith; and said company not having proceeded in good faith to construct said branch road, and open the same for business, as required by said act; therefore, all the right, title, and interest in and to the land granted or intended to be granted to said Dubuque, Bellevue & Sabula Railroad Company, by any of the provisions of said chapter 124 of the acts of Twelfth General Assembly, be and the same is hereby absolutely and entirely resumed by the state: *Provided, however,* That nothing in this act shall be construed to prevent the said Dubuque, Bellevue & Sabula Railroad Company from claiming and recovering reasonable compensation for any work actually done by said company, on the line of said branch road, from any person or company to whom said land-grant may hereafter be transferred, and who may proceed to construct said branch road.

Grant to D., B. and S. R. R. Co. resumed.

Proviso: Compensation for work done.

SEC. 2. The right of the Dubuque, Bellevue & Sabula Railroad Company to the land-grant conferred upon it by chapter 124, of the acts of the Twelfth General Assembly, having ceased and determined, there shall be and is hereby granted to, and conferred upon, the Dubuque, Bellevue & Mississippi Railway Company, to aid in the construction of the Tete des Morts branch road, required to be built by the act of Congress granting lands to Iowa to aid in the construction of railroads in said state, a *pro rata* of six sections per mile of said land-grant; *provided,* That said Dubuque, Bellevue & Mississippi Railway Company shall not encumber or dispose of said lands until the said branch road shall be completed and open for business; and that said branch shall be completed within two years from the first day of January, A. D., 1870. Said lands shall be of an average quality and value of the lands granted by Congress as aforesaid, to aid in the construction of railroads in Iowa; and the governor of Iowa shall select, or cause to be selected, the lands hereby granted to the Dubuque, Bellevue & Missis-

Grant conferred on D., B. & M. Railway Co.

Road to be completed before '72.

Mississippi Railway Company, or cause the same to be reserved from lands outside of the six-mile limit of said grant, and upon completion of said branch road as above provided, he shall execute a patent for said lands to said Dubuque, Bellevue & Mississippi Railway Company.

Governor to select lands, or cause them to be reserved. Patent.

SEC. 3. The Dubuque, Bellevue & Mississippi Railway Company is hereby required to signify its acceptance of the terms and conditions of this act by a written instrument, signed by the president of said company, and filed with the governor, within thirty days after the passage of this act; and said company accepting the provisions of this act shall at all times be subject to such rules, regulations, and rates of tariff, for the transportation of freight and passengers, as may from time to time be enacted by the General Assembly of the State of Iowa. If the said Dubuque, Bellevue & Mississippi Railway Company shall fail or refuse to accept this grant, upon the conditions herein imposed, and in the time and manner herein prescribed, the census board of this state is hereby required by proper writing, with the seal of the state affixed thereto, to confer the same upon such party or company as shall, in their judgment, be competent to carry into effect, in good faith, the enterprise hereinbefore provided for, which shall accept the grant, by a proper written instrument, duly executed and attested, and shall file the same in the office of the Secretary of this state, subject to all the limitations and provisions of this act, and the same shall be applicable to such grantee, subject to all the terms and conditions of this act, as fully as if named originally herein.

Co. to accept within 30 days: to be subject to rules, regulations, enacted by G. A.

If Co. does not accept, Census Board to grant.

Grantee to file acceptance with Sec. of State.

SEC. 4. This act being deemed of immediate importance, shall take effect from and after its publication in the Daily State Register and Iowa Evening Statesman, newspapers published in Des Moines.

Approved, April 7th, 1870.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, April 10, and in the *Daily Des Moines Statesman*, April 13, 1870.

ED WRIGHT, *Secretary of State.*

CHAPTER 91.

RIGHT-OF-WAY OVER ABANDONED RAILROAD LINES.

APRIL 12.

AN ACT to Facilitate the Acquisition of the Right-of-Way over the Line of Abandoned Railways, and to Facilitate the Construction of the same.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That in any case where a railroad constructed in whole or in part, by a corporation or other person, under the laws of this state, has ceased to be operated or used for more than ten years, or in any case where the construction of a railroad has been commenced by any corporation or person, within this state, and work on the same has ceased for more than ten years, and such railroad still remains unfinished, through the negligence of the corporation or person who undertook to construct the same, it shall be deemed and taken that the corporation or person thus in default has abandoned and surrendered all right and privilege to control over so much of the line of their road as remains unused or unfinished as aforesaid.

Railroads not operated, or where construction has ceased, for over 10 years, through negligence, to be deemed abandoned.

Other corporations may acquire right-of-way over abandoned work.

Rev., ch. 55.

Compensation.

SEC. 2. In every case of abandonment of the work of operating or constructing a railroad within this state, as provided in the preceding section, it shall be lawful for any other corporation or person to enter upon such abandoned work, or any part thereof, and to acquire the right-of-way over the same and the right to any unfinished work or grading found thereon and the title thereto, by proceeding in the manner provided by law for taking private property for works of internal improvement, conforming in all particulars as near as may be to the provisions of chapter fifty-five of the revised laws of Iowa: *Provided,* That parties who have previously received compensation in any form for the right-of-way on the line of such abandoned road-bed, the consideration for which has not been refunded to them, shall not be permitted to recover the second time, but the value of such road-bed and right-of-way, excluding the work done thereon, when taken for a new company, shall be assessed to the former company or its legal representative.

SEC. 3. This act, being deemed by the general assembly of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Des Moines Statesman, newspapers published at Des Moines, Iowa.

Taking effect.

Approved, April 12, 1870.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register* and *The Daily Des Moines Statesman*, April 13th, 1870.

ED WRIGHT, *Secretary of State.*

CHAPTER 102.

LOCAL TAX TO AID RAILROADS.

AN ACT to Enable Townships, Incorporated Towns, and Cities to Aid in the Construction of Railroads. APRIL 12.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That it shall be lawful for any township, incorporated town, or city, to aid in the construction of any projected railroad in this state, as hereinafter provided. Townships, etc., may aid in building railroads.

SEC. 2. Whenever a petition shall be presented to the council or trustees of any incorporated town or city, or trustees of any township, signed by one-third of the resident tax payers of such township, city, or town, asking the question of aiding in the construction of any railroad to be submitted to the voters thereof, it shall be the duty of the trustees, or council, or board of trustees, to immediately give notice of a special election, by publication in some newspaper published in the county, if any be published therein, and also by posting said notice in five public places in each township, city, or town, at least twenty days before said election, which notice shall specify the time and place of holding said election, the line of road proposed to be aided, the rate per centum of tax to be raised, and the township or townships, incorporated town, or city, in which such tax shall be expended; at which election the question of "taxation" or "no taxation" shall be submitted, and if a majority of the votes polled be "for taxation," then, in that case, the township clerk, recorder, or clerk of said election shall forthwith certify to the county auditor the rate per centum of the tax thus voted by such township, city, or town. The board of supervisors shall, at the time of levying the ordinary taxes next following said special election, levy all taxes voted under the provisions of this act, and cause the same to be placed on the tax-lists of the proper township, cities, or towns, and said taxes shall be collected at the same time, in the same manner, and be subject to the same penalties for non-payment as other taxes, *Provided*, That the aggregate amount of tax levied under the provisions of this act, in any township, city, or town, shall not exceed five per centum of the assessed value of the property of said township, city, or town.

SEC. 3. The funds collected under the provisions of this act shall be paid out by the county treasurer to the treasurer of the railroad company, upon the orders of the president or managing director of the railroad company, whose road such tax has been voted to aid; which orders shall be accompanied by sworn estimates of the engineer in charge of the work on such road showing that double the amount

Petition by 1/3 of resident tax-payers.

Duty of trustees, council, or board; special election; newspaper publication and posting. What notice shall specify.

If adopted, rate of tax to be certified to county auditor.

Board of supervisors to make levy.

Collection of tax.

Maximum.

Funds to be paid to R. R. Co., how.

Sworn estimates;

Certificates of local authorities. of such orders has been expended for the construction of such road, in accordance with the terms of the notice provided for in section two of this act, and also by a certificate signed by the members of the council or board of trustees, or a majority of the members thereof, of the township, city, or town, voting the tax for which said orders are drawn, to the effect that the provisions of this act have been so complied with as to entitle said company to the amount called for by such orders, and it is hereby expressly provided that no part of the funds raised under the provisions of this act shall be expended in any other townships than those specified in the notice of election: *Provided, however,* That should the said taxes not be drawn from the county treasury in accordance with the provisions of this act by the railroad company in whose favor the same may have been voted, within two years after the date of the collection thereof, then the right of said railroad company to said funds shall be deemed forfeited, and the same shall be repaid by the county treasurer to the persons from whom the same may have been collected.

Funds not to be used in any township, except as voted.

Forfeiture of funds, if not drawn in two years.

SEC. 4. All railroads constructed by or with the aid of any taxes levied and collected under the provisions of this act, shall be subject to the control of the General Assembly in regard to the management of the same and the charges for the transportation of freight and passengers thereon.

Railroads aided to be subject to control of G. A.

SEC. 5. All acts or parts of acts conflicting with the provisions of this act are hereby repealed.

Repealing clause.

SEC. 6. This act being deemed by the General Assembly of immediate importance, shall take effect from and after its publication in the Iowa State Register and the Des Moines Statesman, newspapers published in Des Moines, Iowa.

Taking effect.

Approved April 12, 1870.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register* and *The Daily Des Moines Statesman*, April 16, 1870.

ED WRIGHT, *Secretary of State.*

CHAPTER 106.

TAXATION OF RAILROAD PROPERTY.

AN ACT for the Taxation of Railroad Property.

APRIL 12.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That each railroad company, owning or operating a railroad in this state, shall annually, on or before the 15th day of February of each year, make out and file with the Treasurer of State a sworn statement, setting forth, first—the amount of gross receipts of their railroad for the year ending the 31st day of December preceding; second—the number of miles of main track of their railroad in each county on the 31st day of December preceding; which statement shall be sworn to by the president and secretary of such company and by the general superintendent of their railroad or any two of them.

R. R. Co.'s to file with Treasurer of State, statement of gross receipts.

SEC. 2. The State Treasurer shall levy on said gross receipts a tax as follows, viz: On the first \$3,000 or part thereof per mile, one per centum; and on receipts of over \$3,000 and under \$6,000 per mile, two per centum; and on the excess of receipts over \$6,000 per mile, three per centum; which taxes the said railroad companies shall pay on or before the first day of March, after which time said taxes if not paid shall become delinquent, and the same penalties and interest shall attach as on other taxes.

Treasurer of State to make levy.

SEC. 3. After the said taxes become delinquent, the Treasurer of State shall proceed to collect the same in the same manner and with the same rights and powers as a sheriff under execution, except that no process shall be necessary, to authorize the treasurer to seize and sell property for the collection of said taxes.

Taxes delinquent.

Treasurer to collect. When and how.

SEC. 4. One fifth of the taxes levied and collected as aforesaid shall remain in the state treasury to be used in the same manner as the several revenues of the state, and the other four-fifths of said taxes shall be apportioned by the Treasurer of State to the several counties through which the said roads respectively run, in proportion to the number of miles of main track of road in each county, and shall be paid over by him to the treasurer of the county entitled thereto.

Treasurer of State to apportion four-fifths of taxes to counties, according to miles of road.

SEC. 5. If any railroad company shall fail to furnish the sworn statement required by this act on or before the time herein provided, the Treasurer of State shall on or before the first day of March ascertain as nearly as possible the gross earnings of such delinquent company, and shall assess thereon the tax as herein provided, together with a penalty thereon of thirty per cent. for such neglect, which tax and penalty shall be collected as provided by the third section

Duty of Treasurer in case company shall fail to furnish statement.

Penalty.

One per cent.
of to be added
to amount.

of this act. When the Treasurer of State has to incur any expense either in the assessment or collection of said taxes after they become delinquent, he shall add one per centum on the amount of taxes due, which shall be his compensation for said assessment and collection. The taxes herein provided for shall be in lieu of all taxes for any and all purposes on the road bed, right of way, track, rolling stock and necessary buildings for operating their road, except as hereinafter provided; but other property belonging to such company, whether personal or real, shall be taxed as property of individuals in their respective counties in which the same may be situated.

Not applica-
ble to R. R.
bridges over
certain rivers.

SEC. 6. No provision of this act shall be held to apply to any railroad bridge across the Mississippi or Missouri river, but such bridges shall be assessed and taxed on the same basis as the property of individuals.

Repealing
clause.

SEC. 7. All acts and parts of acts inconsistent with this act are hereby repealed.

Approved, April 12, 1870.

CHAPTER 121.

LIABILITIES OF RAILROAD COMPANIES.

APRIL 18.

AN ACT to Amend Section Seven, Chapter One Hundred and Sixty-nine of the Laws of the Ninth General Assembly.

1862: ch. 169.

Contracts not
to relieve
railroad com-
panies from
liability for
damages sus-
tained by in-
dividuals.
Taking effect.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section seven, chapter one hundred and sixty-nine of the laws of the Ninth General Assembly, be amended by adding to the end of the said section the following words: "All contracts to the contrary notwithstanding."

SEC. 2. This act being of immediate importance, shall be in force from and after its publication in the Daily State Register and Iowa Statesman.

Approved April 18, 1870.

I hereby certify that the foregoing act was published in *The Des Moines Daily Statesman*, April 21, and in *The Daily Iowa State Register*, April 24, 1870.

ED WRIGHT, *Secretary of State.*

CHAPTER 125.

RIGHT OF WAY.

AN ACT to Amend Chapter 55 of the Revision of 1860.

APRIL 14.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That it shall be lawful for any railroad company, for the use of which any land shall have been condemned, for right-of-way, under chapter 55 of the Revision of 1860, to have recorded in the record of deeds of the county where such land is situated, the report of the commissioners assessing damages, where the same shall not have been appealed from, and the amount of the assessment and costs shall have been paid to the sheriff, and such record shall have the effect of and be *prima facie* evidence of title in the railroad company to the right-of way so taken, and shall constitute constructive notice of the rights of such company and [in] said real estate.

Revision: ch. 55.
R. R. Co., may have report of commissioners recorded, when.

Record evidence of title.

SEC. 2. This act shall be retroactive in its effect, and shall apply to reports already recorded, as herein provided; but shall only be retroactive as far as it relates to the recording of the report of the commissioner[s].

Act retroactive.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Des Moines Daily Register and The Daily Iowa Statesman.

Taking effect.

Approved, April 14, 1870.

I hereby certify that the foregoing act was published in *The Des Moines Daily Statesman*, April 21, and in *The Daily Iowa State Register*, April 26, 1870.

ED WRIGHT, *Secretary of State*.

CHAPTER 139.

RAILROAD COMPANIES.

AN ACT to Repeal Section 2 of Chapter 169 of the Laws of the Ninth General Assembly, and enact a Substitute therefor, in Relation to the Duties of Railroad Companies.

APRIL 14.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 2 of chapter 169, of the laws of the Ninth General Assembly be, and the same is hereby repealed.

1862: ch. 169, § 2 repealed.

SEC. 2. In the month of June, in each and every year, every railroad company operating a railroad in this state,

To fix maximum rates of fare & freight in June.

Printed copy of rates to be posted in July, and to remain.
Penalty

Duty of district attorneys.

Payment to person injured.

Taking effect.

shall fix its maximum rates of fare for passengers and freight, for transportation of timber, wood and coal, per ton, cord, or thousand feet, per mile, also its fare and freight per mile for transporting merchandise, and articles of the first, second, third, and fourth classes of freight; and on the first day of July following, shall put up, at the stations and depots on its road, a printed copy of such fare and freight, and cause a copy to remain posted during the year. For willfully neglecting so to do, or for willfully receiving higher rates of fare or freight than those posted, the company shall forfeit and pay to the State of Iowa, for the use of the school fund, not less than one hundred dollars, nor more than two hundred dollars, to be recovered in any civil action in the name of the state; and it is hereby made the duty of the several district attorneys, within their respective districts, to sue for and recover all sums forfeited as aforesaid; and such company shall also forfeit and pay to the person injured, double the amount of compensation or charge illegally taken, to be recovered by such person in a civil action.

SEC. 3. This act being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Daily State Register, and Des Moines Daily Bulletin, newspapers published in Des Moines, Iowa.

Approved, April 14, 1870.

I hereby certify that the foregoing act was published in the *Daily Iowa State Register*, and in the *Des Moines Daily Bulletin*, April 26, 1870.

ED WRIGHT, *Secretary of State*.

CHAPTER 165.

DAMAGE TO BAGGAGE.

APRIL 16.

AN ACT in Relation to Omnibuses, Transfer Companies, and Common Carriers generally.

Common carriers liable for damage to baggage through careless handling.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That proprietors, or their agents, of omnibuses, transfer companies, or other common carriers, doing business within the limits of this state, shall be held liable in an action at law for damages occasioned to baggage or other property, belonging to travelers, through careless or negligent handling, while in possession of the companies, or common carriers as above named.

SEC. 2. That for every day's detention to travelers in

consequence of damage as before described, and necessary delay of suit for same, said companies, owners, or agents shall pay to each person so delayed a sum of not less than three dollars, which amount shall be added to the judgment for damage to property should the action be sustained. Same to pay for detention of travelers caused thereby.

Approved, April 16, 1870.

CHAPTER 178.

UNCLAIMED GOODS.

AN ACT to Repeal Chapter 81 of the Revision of 1860, and to APRIL 16.

Regulate the Sale of Unclaimed Goods in the Possession of Forwarding and Commission Merchants, Warehousemen, and any other Depositaries, Express Companies, and other Common Carriers.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That chapter 81 of the Revision of 1860, is hereby repealed, and the following is enacted in lieu thereof: That all goods, wares, merchandise, or other property which has been transported by, or stored or left with, any warehouseman, forwarding and commission merchant, or any other depositaries, express companies, and other common carriers, shall be subject to a lien for the just and lawful charges on the same, and for the transportation, advances, and storage thereof. Revision: ch. 81 repealed. Goods subject to lien for charges. Warehouseman. Other depositaries.

SEC. 2. That if any goods, wares, merchandise, or other property, shall for six months remain in the possession, uncalled for and unclaimed, of any forwarding or commission merchant, warehouseman, or any other depositary, express company, or other common carrier, with the just and legal charges unpaid thereon, the person or persons having the same in charge or possession shall first give notice to the owner or consignee, if his or their whereabouts is known, and if not known, and if such goods are not at once taken away, then shall go before some justice of the peace of the township, city, village, or locality where the same are held, if any there be therein, and if not then before the next nearest justice of the peace of the county, and make affidavit, stating the time and place where such goods, wares, merchandise, or other property were received, the marks or brands by which such goods are designated, if any, and, if not so designated, then by such other description or designations as may best answer the purpose of indicating what the goods are, and shall also state the probable value of the same, and to whom consigned; also the charges paid upon such goods, accompanied by the original receipt for such charges, and by the bill of lading, also the other charges, Proceedings where goods are on hand six months uncalled for and unclaimed. Notice to owner, if known. If unknown, affidavit before justice. Statements of affidavit;

Justice to file. if any, due and unpaid, and whether the whereabouts of the owner or consignee of such goods is known to the affiant, and if so, whether notice was first given to him or them, as hereinbefore provided; which affidavit shall be filed by the said justice of the peace in his office, and retained by him in the files of his office for the inspection of any one interested in the same, and he shall also enter in his estray-book a statement of the contents of the affidavit, and time and place where and by whom the same was made, for which he shall receive the sum of one dollar fee, to be paid by the affiant.

Fee. SEC. 3. That after the preliminary steps are taken in compliance with section two of this act, if such goods still remain unclaimed and uncalled for, and charges are not paid thereon, then the person in possession of the goods either by himself or his agent, where the probable value of the goods does not exceed the sum of one hundred dollars, shall advertise the same for sale for the period of fourteen days, by posting five notices in five of the most public places in the city or locality where said goods are held, giving such description of them as will indicate what the goods to be sold are; but, when the goods exceed the probable value of one hundred dollars, then the length of notice given shall be four weeks, and, in addition to the five notices posted, there shall be a publication of the notice of sale, for the same length of time, in some newspaper of general circulation in the locality where the goods are held, if there be one, and, if not, then the next nearest newspaper published in that neighborhood; at the end of which period, if the goods are still unclaimed and uncalled for, or charges unpaid, the agent or party in charge of said goods shall sell the same at public auction, between the hours of ten o'clock A. M., and four o'clock P. M., for the highest price the same will bring in cash, which sale may be continued from day to day, by public announcement to that effect at the time of adjournment, until all the goods are sold, and, from the proceeds of such sale, the said party who held said goods, shall take and appropriate a sufficient sum to pay all charges on said goods, and all costs and expenses of sale; the cost of advertising to be no more than in the case of a constable or sheriff's sale, and the same to be conducted in a similar manner.

Notice of sale to be posted. Advertisem't. Sale. Proceeds to pay charges. Cost of advertising. Perishable prop'ty after 24 hours retention may be sold, after affidavit. Proviso. SEC. 4. Perishable property, such as fruit, fresh fish, oysters, game, &c., shall be retained twenty-four hours, and if not claimed within that time and charges paid, after the proper affidavit is made as required by section two of this act, may be sold either at public or private sale, in the discretion of the party holding the property, for the highest price that the same will bring, and the proceeds of the sale disposed of the same as provided by this act: *Provided*, That, in both cases, if the owner or consignee of said unclaimed property shall reside in the same city, town or lo-

cality in which said property shall be, and shall be known to the agent or party having the same in charge, then personal notice shall be given to said owner or consignee, in writing, that said goods are held subject to his order, on payment of charges, and that unless he pays said charges, and removes the property, the same will be sold as provided by law.

Personal notice to owner, when.

SEC. 5. That after the charges due and unpaid on the goods, and the expenses and costs of sale have been taken out of the proceeds of sale as provided by this act, the excess in the hands of the agent or person who was in charge of the goods sold, shall be by him forthwith deposited with the county treasurer of the county where the goods were held and sold, subject to the order of the owner, said ownership being properly authenticated under oath. He shall also file with the county treasurer a schedule of the property with the name of the consignee or owner, if known, of each piece of property sold, the sum realized from the sale of each separate package, describing the same, together with a copy of the advertisement as hereinbefore provided, and a full statement of the receipts of the sale, and the amount disbursed to pay charges, costs and expenses of sale, all of which shall be under the oath of the party or his agent, as to the truth and correctness thereof, which schedule, statement, oath, and advertisement shall all be filed and preserved in the treasurer's office, for the inspection of any one interested in the same.

Surplus of proceeds to be deposited with county treasurer, subject to order of owner.

Agent to file schedule of property, etc.

Under oath;

To be preserved in treasurer's office.

SEC. 6. Should the owner of the property so sold not make a demand upon the county treasurer for any money that may be in the treasury to his credit, according to the provisions of this act, the sum so unclaimed and uncalled for shall be accounted for by the county treasurer, and placed to the credit of the county in the next subsequent settlement made by the treasurer with the county, and should the sum so uncalled for or unclaimed remain unclaimed and uncalled for during the period of one year, it shall then be paid into the school fund to be distributed as other funds may be by law, which may be raised by tax on other property of the county. But nothing herein contained shall be a bar to any legal claimant from prosecuting and proving his claim for such money at any time within ten years, and, the claim being within that period prosecuted and proved, it shall be paid out of the county treasury in which it was originally placed, without interest.

Remaining unclaimed and uncalled for one year, proceeds to go to school-fund.

Ten years' redemption.

SEC. 7. This act, being deemed of immediate importance, shall take effect from and after its publication in the Daily State Register, and Des Moines Bulletin, papers published in Des Moines, Iowa.

Taking effect.

Approved, April 16, 1870.

I hereby certify that the foregoing act was published in the *Daily Iowa State Register* April 28, 1870, and the *Des Moines Daily Bulletin* April 28, 1870.

ED WRIGHT, Secretary of State.

CHAPTER 185.

OFFENSES AGAINST PROPERTY.

APRIL 16. AN ACT to Amend Section 4235 of the Revision of 1860.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 4235 of the Revision [of 1860] be and the same is hereby amended so as to read as follows:

SEC. 4235. If any person with intent to commit a felony, in the day time, break and enter, or in the night time enter without breaking, any dwelling house; or at any time break and enter any office, shop, store, warehouse, railroad car, boat, or vessel, or any building in which any goods, merchandise, or valuable things are kept for use, sale, or deposit, he shall be punished by imprisonment in the penitentiary not more than ten years, or by fine not exceeding five hundred dollars, and imprisonment in the county jail not more than one year.

Approved, April 16, 1870.

CHAPTER 5.

THE BURLINGTON AND NORTHWESTERN RAILWAY COMPANY.

JANUARY 27. AN ACT Legalizing the Incorporation of the Burlington and Northwestern Railway Company.

Preamble: WHEREAS, On the twenty-seventh day of June, A. D., 1871, there was organized at Burlington, Iowa, The Burlington & Northwestern Railway Company, whose articles of incorporation were duly filed in the office of the recorder of Des Moines county, wherein is situate the principal place of business of said corporation, but by oversight a copy of said articles was not filed with the Secretary of State as in such cases made and provided, until January twenty-second, 1872, and said company have since been proceeding to conduct and carry on their business; now, therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the incorporation of the Burlington and Northwestern Railway Company be and the same is hereby legalized, as are all the acts and proceedings of said corporation, since done in pursuance of its articles, from and since the date of the said articles, and no tax voted and levied in aid of said railroad shall be invalid by

reason of the omission to file said articles with the Secretary. Publication clause.

SEC. 2. This act, being deemed by the General Assembly of immediate importance, shall take effect from and after its publication in the State Register, a newspaper published at Des Moines, and the Burlington Hawk Eye, published at Burlington, but without expense to the state.

Approved, January 27, 1872.

I hereby certify that the foregoing act was published in the *Daily Iowa State Register*, January 30, 1872, and in the *Burlington Daily Hawk-Eye*, February 4, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER 6.

CHICAGO, CLINTON & DUBUQUE RAILROAD COMPANY.

AN ACT to facilitate the construction of the Chicago, Clinton & Dubuque Railroad, and to legalize the acts of said Company, and the change of name from the Dubuque, Bellevue & Mississippi Railway Company, and for other purposes. JANUARY 31.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the acts of said company in the removal of their principal place of business from Bellevue, in Jackson county, to Dubuque, in Dubuque county, and all of the acts at Dubuque, be, and are hereby, made as legal and valid as though the same acts had been done and enacted at Bellevue, and that Dubuque shall be considered the legal place of business, from and after the 5th day of October, A. D., 1870. Removal of office legalized.
Dubuque legal place of business.

SEC. 2. That a certain mortgage and trust-deed, executed by J. K. Graves, president, and Peter Kiene, jr., secretary, to John N. Dennison and Stephen V. K. [R.] Thayer, of Boston, Massachusetts, trustees, to secure one million five hundred thousand dollars of construction bonds payable twenty-five years after date, which said bonds are secured by said mortgage on said road, franchises, &c., from Dubuque to Clinton, which said bonds and mortgage bear the name and style of the Chicago, Clinton & Dubuque Railroad Company, be and [are] hereby declared legal and valid against said company, their road, property, and franchises described in said mortgage. Mortgage and trust deed legalized.

SEC. 3. That all of the acts and doings of said company, and of the officers and directors, shall be as legal and valid as if the same had been done in the name of the Dubuque, Bellevue & Mississippi Railroad [way] Company, and as if due notice had been given as provided by the articles of in-

Name.
Waiver by State.

corporation of the removal of their place of business, and of the change of name had been legally made, and said company shall hereafter transact all business and be known as the Chicago, Clinton & Dubuque Railroad Company; the State of Iowa hereby waiving all right of objection to the acts of the officers and directors thereof, from the commencement to the present time, so far as relates to the matter herein set forth.

No tax legalized.

SEC. 4. *Provided*, That nothing in this act shall in any way legalize or make valid any tax which may have been voted in aid of said railroad.

Publication clause.

SEC. 5. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register, published at Des Moines, and The Dubuque Times, published in Dubuque, Iowa, without expense to the state.

Approved, January 31, 1872.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, February 1, 1872, and *The Dubuque Daily Times*, February 2, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER XLII.

DES MOINES, BOONE, AND NORTHERN RAILWAY COMPANY.

APRIL 6. AN ACT to Legalize the Incorporation of the Des Moines, Boone and Northern Railway Company, and certain of its Acts and Contracts.

Preamble. WHEREAS, Certain persons did, on the 6th day of September, A. D., 1870, adopt articles of incorporation and organize the Des Moines, Boone and Northern Railway Company; and

WHEREAS, Said corporation failed to have its articles of incorporation recorded in the office of the recorder of Boone county, Iowa, in which county its principal place of business was situated, within the time prescribed by law, and also failed to file and record its articles in the office of the secretary of state as required by law; and

WHEREAS, The said Des Moines, Boone and Northern Railway Company has entered into contracts, and certain aid has been voted and given thereto, within Boone, Hamilton, and Webster counties, Iowa; and

WHEREAS, Said Des Moines, Boone and Northern Railway Company has transferred to the St. Paul and Iowa Southwestern Railway Company, all its franchises, rights of way, donations, and aid of every character, upon the con-

dition that said last named company shall perform all the contracts and undertakings of the said Des Moines, Boone and Northern Railway Company in respect to the construction of a railway, and erection of depots thereon ; and

WHEREAS, Doubts have arisen as to the legality of said corporation, its donations and transfer ; therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That said Des Moines, Boone and Northern Railway Company be, and the same is hereby legalized and declared to be a duly and legally organized corporation, under the laws of the state of Iowa, as fully and completely as though its articles of incorporation had been duly filed and recorded as provided by law, and the said transfer of its right of way, franchises, and donations by said Des Moines, Boone and Northern Railway Company to the St. Paul and Iowa Southwestern Railway Company, is hereby legalized and declared to be valid and binding to all intents and purposes. Company declared legally organized notwithstanding failure to file and rec'd articles.

SEC. 2. The St. Paul and Iowa Southwestern Railway Company shall succeed to all the franchises, rights of way, donations, and aid of every character, formerly held by the Des Moines, Boone and Northern Railway Company, and transferred to the St. Paul and Iowa Southwestern Railway Company, as fully and completely as said Des Moines, Boone and Northern Railway Company might do as a legally organized corporation, subject to the conditions and restrictions imposed thereon by the contracts and proclamations under which such aid has been voted, and the law in such cases made and provided. St. P. & I. S. W. R. R. Co. to succeed to franchises, rights, &c.

SEC. 3. This act shall take effect and be in force from and after its publication in the Iowa State Register and Des Moines Leader, without expense to the state. In force when.

Approved, April 6th, 1872.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 10, and in the *Daily Iowa State Register*, April 11, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER 64.

BURLINGTON AND SOUTHWESTERN RAILWAY COMPANY.

APRIL 12. AN ACT Legalizing the Amended Articles of *the* incorporation of the Burlington and Southwestern Railway Company.

Preamble: WHEREAS, There was organized, on the 15th day of May, 1869, at Burlington, Iowa, the Burlington & Southwestern Railway Company, whose articles of incorporation were duly filed in the office of the recorder of Des Moines county, wherein is situated the principal place of business of said corporation, and said articles of incorporation were filed in the office of the Secretary of State, August 10, 1869; and

WHEREAS, The said Burlington & Southwestern Railway Company did amend said articles of incorporation July 12, 1871, but, by oversight, a copy of said articles as amended was not filed in the office of the recorder of deeds of Des Moines county until April 9, 1872; and

WHEREAS, The said Burlington & Southwestern Railway Company did, by oversight, fail to file a copy of such amended articles with the Secretary of State, as in such cases made and provided, until April 10, 1872, and said company have since been proceeding to conduct and carry on their business; now, therefore,

Incorporati'n
of B. & S. W.
Railway Co.
legalized.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That the incorporation of the Burlington & Southwestern Railway Company, and said amendment to the articles thereof, be and the same are hereby legalized, as are all the acts and proceedings of said corporation since done in pursuance of its articles and the amendments thereto, from and since the date of the said amendments.

In force when. **SEC. 3.** This act, being deemed of immediate importance, shall be in force on its publication in the Iowa State Register and Clear Lake Observer, without expense to the state.

Approved, April 12th, 1872.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, April 17, and in the *Clear Lake Observer* April 25, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER LXXXIII.

FOR THE BENEFIT OF THE D. M. AND MINNESOTA R. R. CO.

AN ACT Authorizing the Board of Supervisors of Polk county, APRIL 19.
Iowa, to extend the time for the Completion of the Des
Moines and Minnesota Railroad through Polk county, Iowa,
as fixed in the contract of donation of the Swamp-Lands of
Polk county to the Des Moines and Minnesota Railroad Co.

WHEREAS, By a vote of the people of Polk county, Iowa, Preamble.
at an election held in October, A. D., 1870, the swamp and
overflowed lands of said county were donated to the Des
Moines & Minnesota Railroad Company to aid in building
its railroad through Polk county, Iowa; and

WHEREAS, By the terms of such donation, said railroad
company was to have said road completed by the 4th day
of July, 1872, to entitle it to said land; and

WHEREAS, It is desired that further time be given said
railroad company to enable it to complete said road; now,
therefore,

SECTION 1. *Be it enacted by the General Assembly of* Board of Su-
the State of Iowa, That the board of supervisors of Polk pervis'rs may
county, Iowa, be, and they are hereby, authorized and em- extend time
powered, at the request of said Des Moines & Minnesota for comple-
Railroad Company, to extend the time fixed in said contract tion of rail-
of donation for the completion of its said road through road through
Polk county, Iowa, without submitting the question there- Polk county,
for to a vote of the people; and such extension, when made without vote
by the board, shall be as valid and binding as if ratified by of people.
a vote of the people: *Provided,* That such time shall not
be extended longer than two years. Proviso: lim-
itation.

SEC. 2. This act, being deemed of immediate impor- In force when.
tance, shall take effect and be in force from and after its
publication in the Iowa State Register and Daily State
Leader, newspapers published in Des Moines, Iowa, such
publication, however, to be at the expense of such railroad
company.

Approved, April 19th, 1872.

I hereby certify that the foregoing act, was published in *The*
Daily State Leader, April 23, and in *The Daily Iowa State Register*
April 24, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER II.*

LOCAL TAXES TO BUILD RAILROADS.

FEBRUARY 16.

AN ACT to Regulate Taxes and the Collection thereof voted to aid in the Construction of Railroads.

Revenue officers prohibited from collecting tax, when.

1880: ch. 102.

Such taxes not to become delinquent contrary to contract.

Copy of agreement notice to collecting officer.

1863: ch. 48.

1870: ch. 102.

Taxes draw no interest until R. R. co. is entitled to them.

Tax-payer may pay part of consolidated tax.

1870: ch. 138.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That the county treasurers or township collectors are hereby prohibited from collecting any tax which has been or may hereafter be voted to aid in the construction of any railroad, under chapter one hundred and two of the acts of the Thirteenth General Assembly, by the people of any township, incorporated town, or city, contrary to or in violation of the terms or provisions of any special reservation or condition inserted in the notices calling an election, or contrary to any contract, agreement, or stipulation in writing, made between the railroad company to be benefited by such tax, and the township, town, or city authorities, for the benefit of the people, or contrary to resolutions or inducements in writing extended by said railroad company to the people, before or after voting said aid; nor shall any such taxes become due, bear interest, become delinquent, collectible, or payable contrary to any such provision, special reservation, condition, resolution, inducement, contract, agreement, or stipulation in writing.

SEC. 2. That a certified copy, made by the trustees or proper officers of any township, incorporated city, or town, of any such special reservation, condition, resolution, inducement, contract, agreement, or stipulation in writing, shall be notice of the matters therein contained to such treasurer or township collector, and he shall take due notice and be governed accordingly.

SEC. 3. That all taxes now levied, or that may hereafter be levied, under the provisions of chapter forty-eight, of the acts of the Twelfth General Assembly, and also under the provisions of chapter one hundred and two, of the acts of the Thirteenth General Assembly of the State of Iowa, shall draw no interest, be subject to no penalty, nor shall the property upon which such taxes are now levied, or may hereafter be levied, be sold for said taxes until the railroad company shall have been entitled to receive said taxes under the provisions of the aforesaid acts.

SEC. 4. If taxes levied under the provisions of chapter one hundred and two, of the acts of the Thirteenth General Assembly, become a part of the consolidated tax provided for in section one, of chapter one hundred and thirty-eight, of the acts of the Thirteenth General Assembly, the tax-payer may pay the full amount of county, state, school,

*See chapter x.

and other tax; and it shall be the duty of the county treasurer, or township collector, to give a receipt therefor.

SEC. 5. That when it is certified to the county treasurer or township collector, by the trustees of any township, or the trustees or council of any incorporated city or town, that the railway company has, in all respects, complied with the statutes and with all contracts and agreements referred to in section two of the act relative to such tax, and is entitled thereto, it shall be the duty of such treasurer or collector to give sixty days' notice thereof by publication in some newspaper published in the county, and if there be no such newspaper, by posting three notices thereof in each township, city, or town, from which said tax is to be collected, and from the time of giving such notice said tax shall become delinquent, and not before.

When company has complied with conditions, collector to give notice.

SEC. 6. This act being deemed of immediate importance, shall be in force and take effect from and after its publication in the Iowa State Register and State Leader, newspapers published in Des Moines.

In force when.

Approved, February 16, 1872.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register* and the *Daily State Leader*. February 17, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER VI.

DUTIES OF RAILROAD COMPANIES HAVING TERMINI AT OR NEAR COUNCIL BLUFFS.

AN ACT Requiring specified Acts and Duties of Railroad Companies, and providing certain Remedies for the Enforcement of the same. FEBRUARY 26.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That all railroad companies, their successors, assigns, or lessees, that have been, or may hereafter operate a line of railroad in this state, terminating at or near the city of Council Bluffs, in the state of Iowa, and making a connection with any railroad, which, either by its charter or otherwise, extends to a point on the boundary, or within the limits, of the state of Iowa, be and they are hereby prohibited from making any transfer of freights, passengers, or express matters, to or with any other railroad company, at or near such terminus—either by delivering or receiving the same—at any other place than in the state of Iowa, at or near the said point at which the said railroad, extending to the boundary of the state of Iowa, terminates.

Railroads terminating at or near Council Bluffs, when prohibited from making transfers except within this state.

Same with
reference to
companies
coming to or
into state

SEC. 2. Every railroad company, its successors, assigns, or lessees, which, by its charter or otherwise, has its terminus at any point on the boundary or within the limits of the state of Iowa, or which has authority to bridge or ferry the Missouri River, for the purpose of having a continuous line of its road, and for connecting with other railroads in the state of Iowa, is hereby prohibited from making any transfers of freights, passengers, or express matters to, or with, any other railroad company, either by delivering or receiving the same at any other place than in this state, at or near its legal terminus; and every such company, extending to the boundary, or within the state of Iowa, or having the authority to bridge or ferry said Missouri river, shall erect and maintain, at or near its legal terminus, within the limits of the state of Iowa, all its depots, stations, and other buildings necessary for such transfer.

R. R. cos. pro-
hibited from
violating con-
tracts with
municipal
corporations;
and required
to perform
them.

SEC. 3. Every railroad company, its successors, assigns, or lessees, which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby prohibited from, in any manner, violating any of the provisions of such contract; and every railroad company, its successors, assigns, or lessees, which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby required to perform each and all of the provisions of any and every such contract, specifically as agreed therein, and it is hereby made its duty so to do. In every case in which any such municipal corporation has complied with its obligation relating to such contract at any stage of the progress of its fulfillment, so far as it has agreed to do, such municipal corporation shall not be required to furnish any further tender or guarantee of compliance on its part, in order to secure its rights in the courts; but in case anything remains to be done by such municipal corporation under such contract, after the completion of the same on the part of any railroad company contracting therewith, then it shall, after the enforced compliance on the part of such company as hereinafter provided, be required to fully comply on its part.

Municipal
corporations
not required
to guarantee
compliance
with con-
tract, when.

When re-
quir'd to com-
ply.

Proceedings
case of viola-
tion of act by
R. R. compan-
ies.

SEC. 4. In case of a refusal of any railroad company, its successors, assigns or lessees, to comply with the provisions of section one of this act, or its failure to perform the duties required in the last preceding section, or their doing, or having done, any act at variance with such performance or duties, then the municipal corporation affected thereby, or with which the contract, in that particular case, was made, may, in an action by mandamus, in any court of record in the county in which such municipal corporation is situated, proceed against such company so failing or refusing, and such company shall, on proper proof, be required by such court to perform all the duties required by this act; and the general law for the action of mandamus, in force in this

state, shall apply in such a case with the same force that it does in all other cases in which it is applicable, except as it is herein enlarged. Mandamus law to apply.

SEC. 5. In case any municipal corporation, affected as before stated, or with which any such contract has been made, should not desire to seek the remedy given in the last preceding section of this act, it may proceed in equity by the action of specific performance, in any court, in the county in which such municipal corporation is situated, having jurisdiction in equity, and in case such court should find that a contract had been made, it shall by decree require such company, so violating, or offering to violate its contract or failing, or refusing to perform the provisions thereof, to specifically perform the same. Proceeding in equity.

Decree of court.

SEC. 6. Any court or judge, in this state, to whom application shall be made, shall at the suit of any municipal corporation, as aforesaid, restrain, by injunction, the violation of any provisions of this act, or of the provisions of any contract as aforesaid; and in such proceeding, it shall not be necessary for such municipal corporation to give a bond. Any court or judge may enjoin violation of act or contract.
Bonds not required of municipal corporations.

SEC. 7. The remedies provided for in this act shall not be construed to be exclusive. Remedies not exclusive.

SEC. 8. Any order, decree, or judgment, made by any court, in pursuance of any of the provisions of this act, shall be enforced in the usual manner. Enforcement of order of court.

SEC. 9. The words "railroad company, or companies," in this act, shall be construed to mean, also, the officers, agents, or employes of such company, or companies. Construction of terms.

SEC. 10. This act, being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the State Register, a newspaper published at Des Moines, Iowa, and in the Council Bluffs Nonpareil, a newspaper published at Council Bluffs, Iowa. In force when.

Approved, February 26th, 1872.

I hereby certify that the foregoing act was published in the *Daily Iowa State Register*, February 27, and in *The Daily Nonpareil*, of Council Bluffs, February 28, 1872.

ED WRIGHT, *Secretary of State.*

REPORT OF RAILROAD COMMISSIONERS.

CHAPTER X.

LOCAL TAXES TO BUILD RAILROADS.

MARCH 7. AN ACT to amend section five, chapter eleven, Laws of the Fourteenth General Assembly of the State of Iowa.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That section five of chapter eleven [ch. ii.] of the laws of the Fourteenth General Assembly be amended by adding thereto the following proviso: *Provided, however,* That where any railroad company had, prior to the passage of said act, filed the proof and evidence required in sections two and three of chapter one hundred and two, laws of the Thirteenth General Assembly, the county treasurer and township collectors shall not give the sixty days' notice required in section five of said act.

1872; ch. 2, § 5, amended.
1870: ch. 102.
60 days, notice of delinquency of R. R. tax, not to be given when.

SEC. 2. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the Daily State Register and Daily State Leader, newspapers published at Des Moines, Iowa.

In force when.

Approved, March 7, 1872.

I hereby certify that the foregoing act was published in *The Iowa Daily State Register*, and *Daily State Leader*, March 9, 1872.
ED WRIGHT, *Secretary of State.*

CHAPTER XXVI.

TAXATION OF RAILROAD PROPERTY.

APRIL 6. AN ACT to Tax Railroad Property, Regulating such Taxation, and Releasing certain Taxes herein named.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That it shall be the duty of the census board, on the first Monday of March in each year, to assess all the property of each railroad company in this state, excepting the lands, lots, and other real estate of a railroad company not used in the operation of their respective roads.

Census board to assess railroad property

SEC. 2. It shall be the duty of the president, vice-president, or general superintendent, and of such officers as the census board may designate, of any railroad company, owning, leasing, or operating any railroad within this state, to furnish said board on or before the 15th day of February, in each year, a statement, signed and sworn to by such officer,

Officers of companies to furnish statement showing:

or officers, which statement shall embrace in detail and show, for the year ending January 1st preceding:—

1. The whole number of miles owned, operated, or leased in the state by any railroad company making the return. No. miles operated.
2. The number of miles owned, operated, or leased by such company, with a detailed statement of all property of every kind located in each county in the state. No. miles, and amount of property in each county:
3. Also a detailed statement of the number of engines, passenger, mail, express, baggage, freight, and other cars, or property used in operating, or repairing such railroad in this state; and on roads which are part of lines extending beyond the limits of this state, the return shall show the actual amount of rolling-stock in use on the company's line in the state during the year for which return is made. Amount of rolling stock, and other property.

The return shall show the amount of rolling-stock, the gross earnings of the entire road operated by the company, and the gross earnings of the road in this state, and all property designated in section three, of this act, and such other facts as the census board shall in writing require. Gross earnings.

SEC. 3. The said property shall be valued at its true cash value, and such assessment shall be made upon the entire road within the state, and shall include the right-of-way, road-bed, bridges, culverts, rolling-stock, depots, station-grounds, shops, buildings, gravel-beds, and all other property, real and personal, exclusively used in the operation of such railroad. In assessing said railroad and its equipments, the said census board shall take into consideration the gross earnings per mile for the year ending January 1st, preceding, and any and all other matters necessary to enable said census board to make a just and equitable assessment of said railroad property. If a part of any railroad is without this state, then, in estimating the value of its rolling stock and movable property, they shall take into consideration the proportion which the business of that part of the road lying within the state bears to the business of the road without the state: *Provided*, That the valuation by the census board of the property of railroads shall be in the same ratio as that of the property of individuals. Property to be valued at cash value, and to include everything used in operating road.

SEC. 4. The census board, on or before the 15th of March, shall transmit to the board of supervisors of each county through which any of said roads run, a statement showing the length of main track of road within such county, and the assessed value per mile of said road as fixed by a pro rata distribution per mile of the assessed value of the whole property named in section three of this act. Said statement shall be entered upon the proper records of said several counties. Gross earnings to be considered

SEC. 5. It shall be the duty of the board of supervisors of said counties, at their first meeting after receiving such statement, to make and enter in the proper record an order, Census board to inform board of supervisors of length of road in each county, and value per mile.

Duty of board of supervisors.

Amount due cities and towns to be paid over by county treasurer.	<p>stating and declaring the length of the main track, and assessed value of such road lying within each city, town, township, and lesser taxing district, in said county through which said road runs, as fixed by the distribution of the amount fixed by the census board, which aforesaid amount shall constitute the taxable value of said property for all taxable purposes. And the amount due each city or incorporated town, under the provisions of this act, shall be paid over, when collected by the county treasurer, to such city or town, and the board of supervisors shall transmit a copy of said order to the city council or trustees of each city or incorporated town or township.</p>
Railroad property how taxable.	<p>SEC. 6. All such railroad property shall be taxable upon said assessment at the same rates, by the same officers, and for the same purposes as the property of individuals within such counties, cities, towns, townships, and lesser taxing districts.</p>
Procedure with delinquent taxes. Powers of county treasurers.	<p>SEC. 7. All laws in force relating to the enforcement of the payment of delinquent taxes, shall be applicable to all taxes levied under the provisions of this act, and whenever any taxes levied under this act shall become delinquent, the county treasurer, having control of such delinquent taxes, shall proceed to collect the same in the same manner, and with the same right and power, as a sheriff under execution, except that no process shall be necessary to authorize him to seize and sell engines, cars, or any other rolling stock for the collection of said taxes.</p>
No process necessary to seize rolling stock.	<p>SEC. 8. Lands, lots, and other real estate belonging to any railroad company not exclusively used in the operation of the several roads, shall be subject to assessment and taxation the same as other similar lands in the several counties wherever situated.</p>
Other property of railroad companies, how assessed.	<p>SEC. 9. Every railroad company which shall have paid all taxes on gross earning provided for by chapter 106, of the acts of the Thirteenth General Assembly, shall be released from the payment of all other taxes which may have been levied upon the road-bed, right of way, track, rolling stock, and necessary buildings for operating their road, and no taxes for prior years for state, county, municipal, or any other purpose, for which any tax can be levied under the laws of the state, up to the first day of January last, shall be collected from any such railroad company on such property.</p>
Companies released from the payment of certain taxes.	<p>SEC. 10. No provision of this act shall be held to apply to any railroad bridge across the Mississippi or Missouri river, but such bridges shall be assessed and taxed on the same basis as the property of individuals.</p>
1870: ch. 106.	<p>SEC. 11. In case the proper officer of any railroad company shall fail to make the statement under oath herein named, the census board shall proceed to assess such railroad property, and shall add thirty per cent. to the assessable value thereof.</p>
Act not to apply to rivers on the boundaries.	<p>Census board to assess, when.</p>

SEC. 12. *Provided*, That for the tax of 1872, the return under oath shall be by the first day of June next, and the board of supervisors shall perform the requirements of this act at their September meeting in September next, and the assessment for the year shall be made in the month of July next, by the census board. Provision for the tax of 1872.

SEC. 13. All laws and parts of laws, inconsistent with the provisions of this act, are hereby repealed. Repealing.

SEC. 14. This act, being deemed of immediate importance, shall take effect after publication in the Daily State Register and Daily Leader, newspapers published at Des Moines. Publication clause.

Approved, April 6th, 1866.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 6, and in the *Daily Iowa State Register*, April 9, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER XXXIII.

REGULATING RAILROAD CROSSINGS NEAR THE MISSISSIPPI.

A NACT to Regulate the Intersection of Railroad Tracks near the Mississippi River. APRIL 6.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That whenever it shall be necessary for any railroad company in the construction of its road to cross the track or tracks of any other railroad company, upon or near the shore of the Mississippi river, each of said railroad companies shall be required so to construct and maintain its respective road-bed at the point of said crossings, that the track or tracks of each shall be above the level of high water of said river. Tracks at railroad crossings near Mississippi river to be above high water.

SEC. 2. *Provided*, That when such crossings occur within the limits of cities of six thousand inhabitants or upwards, nothing herein contained shall deprive the city council of such city of the right to fix and establish the elevation of grades at such crossings. Proviso: authority of councils of cities of over 6,000 people.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and the State Leader, newspapers published in Des Moines, Iowa. In force, when.

Approved, April 6th, 1872.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 9th, and in *The Daily Iowa State Register*, April 10th, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER XXXIX.

CONTRACTS BETWEEN CONNECTING RAILROAD COMPANIES.

APRIL 26. AN ACT to Amend Chapter Eighty-six of the Acts of the Tenth General Assembly of Iowa, approved March 28, 1864, and Legalizing Contracts made within the Limits of this Act.

1844.: ch. 86. SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That section two of chapter eighty-six of the acts of the Tenth General Assembly of Iowa be and the same is hereby amended so as to read "not to exceed twenty per cent. of the gross earnings" in place of "fifteen," and all *bona fide* contracts, heretofore made within the limit herein provided, are hereby ratified and confirmed, and such contracts shall be held to be as legal, and binding upon the parties thereto, as if they had been made within the limit provided by the act to which this act is amendatory.

R. R. Co's may allow draw-backs of 20 per cent. to connecting roads.
Contracts legalized.

Approved, April 10th, 1872.

CHAPTER L.

REPEAL OF TOWNSHIP RAILROAD AID LAW.

APRIL 17. AN ACT to Repeal an Act entitled an Act to enable Townships and Incorporated Towns and Cities to aid in the Construction of Railroads, passed March 20th, 1868, being Chapter 48, Acts of the Twelfth General Assembly, and also to Repeal an Act entitled an Act to enable Townships, Incorporated Towns, and Cities to aid in the Construction of Railroads, approved, April 12th, 1870, being Chapter 102, of the Acts of the Thirteenth General Assembly.

1870: ch. 102, and 1868 ch. 48 repealed. SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That chapter 102, of the acts of the Thirteenth General Assembly, being an act to enable townships, towns, and cities, to aid in the construction of railroads, and chapter 48, of the acts of the Twelfth General Assembly, being also an act to enable townships, towns, and cities to aid in the construction of railroads, be, and the same are hereby, repealed: *Provided,* That this act shall not render invalid, or void, any taxes that have been voted under such acts, nor any right of the state in regard to the management of railroads and regulating their charges for transportation of freight and passengers, as provided in section 4 of said chapter 102: *Provided, further,* That

Act enabling townsh'ps, etc to aid in constructing railroads repealed.
Proviso: taxes not invalidated, nor State control affected.

all taxes which shall have been voted prior to the taking effect of this act, in accordance with the provisions of chapter 48 of the acts of the Twelfth General Assembly, of chapter 102 of the acts of the Thirteenth General Assembly, shall be levied, collected, and applied in accordance with the provisions of said chapters as amended and changed by chapter 11 [ii.], of the acts of the Fourteenth General Assembly, entitled "An act to regulate taxes and the collection thereof voted to aid in the construction of railroads," and by the provisions of this act. Proviso:
taxes voted to
be levied.

Approved April 17th, 1872.

CHAPTER XLV.

LIABILITY OF RAILROAD CORPORATIONS.

AN ACT Making Corporations and Persons Owning and Operating Railroads, Liable for the Willful Wrongs of their Agents and Employes. APRIL 18.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That every corporation and person, owning or operating a railroad in this state, shall be liable for all damages sustained by any person in consequence of the willful wrongs, whether of commission or omission, of their agents and employes, when such willful wrongs are in any manner connected with the use and operation of any railroad so owned or operated, on or about which they shall be employed. Owners and
operators of
railroads lia-
ble for willful
wrongs of
employes.

SEC. 2. This act being deemed of immediate importance, shall take effect from and after its publication in the State Register, and Iowa Review, newspapers published in Des Moines, Iowa. In force when.

Approved, April 18th, 1872.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, April 23, and in *The Iowa Review*, April 27, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER LXXXI.

TRANSFER OF RAILROAD TOWNSHIP TAX.

APRIL 22.

AN ACT to Enable Townships, Incorporated Towns, and Cities, which have heretofore, or may hereafter, vote a Tax in aid of the Construction of a Railroad, under the Provisions of Chapter One Hundred and Two, of the Laws of the Thirteenth General Assembly of the State of Iowa, to transfer and use such Tax in aid of the Construction of such other Railroads within such Township, City, or Town, for which the same was voted, as the Inhabitants of the Township, City, or Town voting the same may desire.

Townships, towns and cities, voting tax to aid in constructing railroads may divert same.
1870: ch. 162.

Proviso; to be done before 1873.
Proviso: tax not delinquent till when.

Act to apply only where companies have forfeited or relinquished rights, or failed to accept or begin work.

Petition by half resident taxpayers.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That any township, incorporated town, or city within this state, that has heretofore, or may hereafter, vote a tax in aid of the construction of any railroad under the provisions of chapter one hundred and two, of the laws of the Thirteenth General Assembly of the state of Iowa, may transfer and use such tax in aid of the construction of such other railroads within the township, city, or town, as the voters thereof may desire, in the manner hereinafter provided: *Provided*, That the transfer herein authorized shall be completed before the first day of January, A. D., 1873: *Provided, further*, That no tax so voted and transferred under the provisions of this act shall become delinquent until the road which is to receive it has been finished, and is running to the township voting the tax.

SEC. 2. The provisions of this act shall only apply to such townships, incorporated towns, and cities, as shall have voted a tax in aid of the construction of a railroad, and the railroad company for which such tax was raised shall have forfeited its right to such tax, or shall have failed to accept the tax so raised, before a petition is presented, asking for transfer under the provisions of this act, or, having accepted the same, may relinquish its right thereto in favor of the road or company to which it is proposed to transfer the same, or shall have failed in good faith to begin the construction of said road within one year from the time of voting such tax.

SEC. 8. Whenever a petition shall be presented to the council or trustees of any incorporated town or city, or the trustees of any township, signed by one-third of the resident tax payers therein, asking that the question of transferring any tax previously voted in such township, town, or city, in aid of the construction of a railroad, to some other railroad being constructed therein, it shall be the duty of such council, trustees, or board of trustees, as the case may be, to immediately give notice of a special elec-

tion, by publication in some newspaper published in such county, if any be published therein, and also by posting said notice in five public places in such township, city, or town, at least twenty days before such election, which notice shall specify the time and place of holding said election, the name of the road or company to which such tax was previously voted, the time the election therefor was held, and the rate per centum of such tax, and the fact of said company having forfeited its right thereto, or having relinquished the same, or having failed to accept such tax, (as the case may be,) and shall also specify the name of the road or company to which it is proposed to transfer such tax; at which election the question of "transfer" or "no transfer" shall be submitted to the legal electors therein, and, if a majority of the votes cast at such election shall be in favor of such transfer of such tax, then, and in that case, the township clerk, or clerk of such election, shall forthwith make out, and file with the auditor of the county wherein said election was held, a certificate setting forth the result of such election, and shall also file in the office of the county treasurer a similar certificate, which certificates so made and filed shall contain the names of the road or company from which and to which said tax was so transferred.

Notice of election.

Question.

Upon affirmative result, clerk to certify same to auditor and treasurer.

SEC. 4. It shall be the duty of the treasurer of any county, wherein a transfer of any tax has been made under the provisions of this act, to pay such tax, when collected, over to the road or company to which the same has been transferred, as shown by the certificate of township clerk, or clerk of such election.

Duty of Co. treasurer.

SEC. 5. This act being deemed of immediate importance, shall be in force and take effect from and after its publication in the Daily State Register and the Daily Iowa State Leader, newspapers published in Des Moines, Iowa.

In force when.

Approved, April, 22d, 1872.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, and *Daily State Leader* April 27, 1872.

ED WRIGHT, Secretary of State.

CHAPTER LXXXIII.

RECORD-TITLE TO LANDS HELD UNDER GRANTS.

APRIL 22. AN ACT in Relation to Land-Grant Lands and to Provide for a Record-Title thereto.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That in cases where lands have been granted to the state of Iowa by act of Congress, and certified lists of the lands inuring under the grant have been made to the state by the Commissioner of the General Land Office, as required by act of Congress, and such lands have been granted by act of the General Assembly to any person or company, and such person or company shall have complied with and fulfilled the conditions of the grant, the Register of the State Land Office is hereby authorized to prepare on the application of the grantee, a list or lists of lands situated in each county inuring to such grantee, from the lists certified by the Commissioner of the General Land Office, as aforesaid, which shall be signed by the Governor of this state, and attested by the Secretary of State, with the state seal, and then be certified to by the Register to be true and correct copies of the lists made to this state, and deliver them to such grantee, who is hereby authorized to have them recorded in the proper county; and when so recorded they shall be notice to all persons the same as deeds now are, and when so recorded shall vest in such grantee the right of the state to the lands therein described, under the grant of Congress by which the lands were certified to the state, so far as the certified lists made by the Commissioner aforesaid conferred title to the state: *Provided,* That when the Register includes lands in the list which were not intended to be included in the grant, or the grantee shall not in equity be entitled to the lands or any part thereof, then no title shall pass by said list, and the same as to those lands shall be null and void. Nor shall any title pass to lands which have been selected, set apart, or claimed by the state, or any individual under the swamp-land or any other grant of Congress which may be certified to or adjudged to the state under such other grant, nor to lands held or claimed under any homestead or pre-emption settlement or other entry or purchase; neither shall the right of the state to control the lands according to the terms of the grants, at any future time, be affected by anything done under this act: *Provided further,* That in preparing the list or lists of lands under this act, it shall be the duty of the Register of the State Land Office to exclude all lands selected by the state or any county under the swamp-land grant, and also excluding all lands claimed under the homestead or pre-emption laws of the United States, or which

Register of State L. O. may prepare lists of lands in each county inuring to grantees of State.

Same to be recorded.

Effect.

Proviso: same null and void where state has no title;

No title to pass where lands are claimed by state under swamp-land grant, etc.; contr'l of state not affected.

Register to exclude lands selected as swamp-lands, or claim'd under homeste'd or pre-empt'n.

have been sold or disposed of and the entry or pre-emption canceled.

SEC. 2. This act, being deemed of immediate importance, In force when. shall take effect and be in force from and after its publication in the *Daily State Register*, and *Leader*, newspapers published at Des Moines, Iowa.

Approved, April 22d, 1868.

I hereby certify that the foregoing act was published in *The Daily Iowa State Register*, and *Daily State Leader*, April 27, 1872.

ED WRIGHT, *Secretary of State*.

CHAPTER XXXIV.

SIoux CITY & SAINT PAUL LAND GRANT.

AN ACT Authorizing and Directing the Governor to certify to H. F. 274. the Sioux City & St. Paul Railroad Company, certain Lands named therein.

SECTION 1. *Be it enacted by the General Assembly* Lands to be of the State of Iowa, That the governor of the state of Iowa be and is hereby authorized and directed to certify to the Sioux City & St. Paul Railroad Company, any and all lands which are now held by the state of Iowa in trust for the benefit of said railroad company in accordance with the provisions of section 2, of chapter 144, of the laws of the Eleventh General Assembly. *certified to S. C. & St. P. Co.*

SEC. 2. All acts and parts of acts in conflict with the Repeal. provisions of this act are hereby repealed.

SEC. 3. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Iowa State Register*, and the *State Journal*, newspapers published at Des Moines, Iowa. *Publication clause.*

Approved March 13th, 1874.

I hereby certify that the foregoing act was published at Des Moines, in the *Daily State Journal*, March 19, and in *The Daily Iowa State Register*, March 21, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

Same with
reference to
companies
coming to or
into state

SEC. 2. Every railroad company, its successors, assigns, or lessees, which, by its charter or otherwise, has its terminus at any point on the boundary or within the limits of the state of Iowa, or which has authority to bridge or ferry the Missouri River, for the purpose of having a continuous line of its road, and for connecting with other railroads in the state of Iowa, is hereby prohibited from making any transfers of freights, passengers, or express matters to, or with, any other railroad company, either by delivering or receiving the same at any other place than in this state, at or near its legal terminus; and every such company, extending to the boundary, or within the state of Iowa, or having the authority to bridge or ferry said Missouri river, shall erect and maintain, at or near its legal terminus, within the limits of the state of Iowa, all its depots, stations, and other buildings necessary for such transfer.

R. R. cos. prohibited from
violating contracts with
municipal corporations;
and required to perform
them.

SEC. 3. Every railroad company, its successors, assigns, or lessees, which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby prohibited from, in any manner, violating any of the provisions of such contract; and every railroad company, its successors, assigns, or lessees, which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby required to perform each and all of the provisions of any and every such contract, specifically as agreed therein, and it is hereby made its duty so to do. In every case in which any such municipal corporation has complied with its obligation relating to such contract at any stage of the progress of its fulfillment, so far as it has agreed to do, such municipal corporation shall not be required to furnish any further tender or guarantee of compliance on its part, in order to secure its rights in the courts; but in case anything remains to be done by such municipal corporation under such contract, after the completion of the same on the part of any railroad company contracting therewith, then it shall, after the enforced compliance on the part of such company as hereinafter provided, be required to fully comply on its part.

Municipal corporations
not required to guarantee
compliance with contract,
when.

When required to comply.

Proceedings
case of violation of act by
R. R. companies.

SEC. 4. In case of a refusal of any railroad company, its successors, assigns or lessees, to comply with the provisions of section one of this act, or its failure to perform the duties required in the last preceding section, or their doing, or having done, any act at variance with such performance or duties, then the municipal corporation affected thereby, or with which the contract, in that particular case, was made, may, in an action by mandamus, in any court of record in the county in which such municipal corporation is situated, proceed against such company so failing or refusing, and such company shall, on proper proof, be required by such court to perform all the duties required by this act; and the general law for the action of mandamus, in force in this

state, shall apply in such a case with the same force that it does in all other cases in which it is applicable, except as it is herein enlarged. Mandamus law to apply.

SEC. 5. In case any municipal corporation, affected as before stated, or with which any such contract has been made, should not desire to seek the remedy given in the last preceding section of this act, it may proceed in equity by the action of specific performance, in any court, in the county in which such municipal corporation is situated, having jurisdiction in equity, and in case such court should find that a contract had been made, it shall by decree require such company, so violating, or offering to violate its contract or failing, or refusing to perform the provisions thereof, to specifically perform the same. Proceeding in equity.
Decree of court.

SEC. 6. Any court or judge, in this state, to whom application shall be made, shall at the suit of any municipal corporation, as aforesaid, restrain, by injunction, the violation of any provisions of this act, or of the provisions of any contract as aforesaid; and in such proceeding, it shall not be necessary for such municipal corporation to give a bond. Any court or judge may enjoin violation of act or contract.
Bonds not required of municipal corporations.

SEC. 7. The remedies provided for in this act shall not be construed to be exclusive. Remedies not exclusive.

SEC. 8. Any order, decree, or judgment, made by any court, in pursuance of any of the provisions of this act, shall be enforced in the usual manner. Enforcement of order of court.

SEC. 9. The words "railroad company, or companies," in this act, shall be construed to mean, also, the officers, agents, or employes of such company, or companies. Construction of terms.

SEC. 10. This act, being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the State Register, a newspaper published at Des Moines, Iowa, and in the Council Bluffs Nonpareil, a newspaper published at Council Bluffs, Iowa. In force when.

Approved, February 26th, 1872.

I hereby certify that the foregoing act was published in the *Daily Iowa State Register*, February 27, and in *The Daily Nonpareil*, of Council Bluffs, February 29, 1872.

ED WRIGHT, *Secretary of State.*

REPORT OF RAILROAD COMMISSIONERS.

CHAPTER X.

LOCAL TAXES TO BUILD RAILROADS.

MARCH 7. AN ACT to amend section five, chapter eleven, Laws of the Fourteenth General Assembly of the State of Iowa.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That section five of chapter eleven [ch. ii.] of the laws of the Fourteenth General Assembly be amended by adding thereto the following proviso: *Provided, however,* That where any railroad company had, prior to the passage of said act, filed the proof and evidence required in sections two and three of chapter one hundred and two, laws of the Thirteenth General Assembly, the county treasurer and township collectors shall not give the sixty days' notice required in section five of said act.

1872; ch. 2, § 5, amended.
1870: ch. 102.
60 days, notice of delinquency of R. R. tax, not to be given when.

SEC. 2. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the Daily State Register and Daily State Leader, newspapers published at Des Moines, Iowa.

In force when.

Approved, March 7, 1872.

I hereby certify that the foregoing act was published in *The Iowa Daily State Register*, and *Daily State Leader*, March 9, 1872.
ED WRIGHT, *Secretary of State*.

CHAPTER XXVI.

TAXATION OF RAILROAD PROPERTY.

APRIL 6. AN ACT to Tax Railroad Property, Regulating such Taxation, and Releasing certain Taxes herein named.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That it shall be the duty of the census board, on the first Monday of March in each year, to assess all the property of each railroad company in this state, excepting the lands, lots, and other real estate of a railroad company not used in the operation of their respective roads.

Census board to assess railroad property

SEC. 2. It shall be the duty of the president, vice-president, or general superintendent, and of such officers as the census board may designate, of any railroad company, owning, leasing, or operating any railroad within this state, to furnish said board on or before the 15th day of February, in each year, a statement, signed and sworn to by such officer,

Officers of companies to furnish statement showing:

or officers, which statement shall embrace in detail and show, for the year ending January 1st preceding:—

1. The whole number of miles owned, operated, or leased in the state by any railroad company making the return. No. miles operated.
2. The number of miles owned, operated, or leased by such company, with a detailed statement of all property of every kind located in each county in the state. No. miles, and amount of property in each county:
3. Also a detailed statement of the number of engines, passenger, mail, express, baggage, freight, and other cars, or property used in operating, or repairing such railroad in this state; and on roads which are part of lines extending beyond the limits of this state, the return shall show the actual amount of rolling-stock in use on the company's line in the state during the year for which return is made. Amount of rolling stock, and other property.

The return shall show the amount of rolling-stock, the gross earnings of the entire road operated by the company, and the gross earnings of the road in this state, and all property designated in section three, of this act, and such other facts as the census board shall in writing require. Gross earnings.

SEC. 3. The said property shall be valued at its true cash value, and such assessment shall be made upon the entire road within the state, and shall include the right-of-way, road-bed, bridges, culverts, rolling-stock, depots, station-grounds, shops, buildings, gravel-beds, and all other property, real and personal, exclusively used in the operation of such railroad. In assessing said railroad and its equipments, the said census board shall take into consideration the gross earnings per mile for the year ending January 1st, preceding, and any and all other matters necessary to enable said census board to make a just and equitable assessment of said railroad property. If a part of any railroad is without this state, then, in estimating the value of its rolling stock and movable property, they shall take into consideration the proportion which the business of that part of the road lying within the state bears to the business of the road without the state: *Provided*, That the valuation by the census board of the property of railroads shall be in the same ratio as that of the property of individuals. Prop'rty to be valued at cash value, and to include ev'ry-thing used in operating road.

SEC. 4. The census board, on or before the 15th of March, shall transmit to the board of supervisors of each county through which any of said roads run, a statement showing the length of main track of road within such county, and the assessed value per mile of said road as fixed by a pro rata distribution per mile of the assessed value of the whole property named in section three of this act. Said statement shall be entered upon the proper records of said several counties. Gross earnings to be considered

SEC. 5. It shall be the duty of the board of supervisors of said counties, at their first meeting after receiving such statement, to make and enter in the proper record an order, Proviso: valuation same as that of individuals.

Census board to inform board of supervisors of length of road in each county, and value per mile.

Duty of board of supervisors.

Amount due cities and towns to be paid over by county treasurer. stating and declaring the length of the main track, and assessed value of such road lying within each city, town, township, and lesser taxing district, in said county through which said road runs, as fixed by the distribution of the amount fixed by the census board, which aforesaid amount shall constitute the taxable value of said property for all taxable purposes. And the amount due each city or incorporated town, under the provisions of this act, shall be paid over, when collected by the county treasurer, to such city or town, and the board of supervisors shall transmit a copy of said order to the city council or trustees of each city or incorporated town or township.

Railroad property how taxable. SEC. 6. All such railroad property shall be taxable upon said assessment at the same rates, by the same officers, and for the same purposes as the property of individuals within such counties, cities, towns, townships, and lesser taxing districts.

Procedure with delinquent taxes. Powers of county treasurer. No process necessary to seize rolling stock. SEC. 7. All laws in force relating to the enforcement of the payment of delinquent taxes, shall be applicable to all taxes levied under the provisions of this act, and whenever any taxes levied under this act shall become delinquent, the county treasurer, having control of such delinquent taxes, shall proceed to collect the same in the same manner, and with the same right and power, as a sheriff under execution, except that no process shall be necessary to authorize him to seize and sell engines, cars, or any other rolling stock for the collection of said taxes.

Other property of railroad companies, how assessed. SEC. 8. Lands, lots, and other real estate belonging to any railroad company not exclusively used in the operation of the several roads, shall be subject to assessment and taxation the same as other similar lands in the several counties wherever situated.

Companies released from the payment of certain taxes. 1870: ch. 106. SEC. 9. Every railroad company which shall have paid all taxes on gross earning provided for by chapter 106, of the acts of the Thirteenth General Assembly, shall be released from the payment of all other taxes which may have been levied upon the road-bed, right of way, track, rolling stock, and necessary buildings for operating their road, and no taxes for prior years for state, county, municipal, or any other purpose, for which any tax can be levied under the laws of the state, up to the first day of January last, shall be collected from any such railroad company on such property.

Act not to apply to rivers on the boundaries. SEC. 10. No provision of this act shall be held to apply to any railroad bridge across the Mississippi or Missouri river, but such bridges shall be assessed and taxed on the same basis as the property of individuals.

Census board to assess, when. SEC. 11. In case the proper officer of any railroad company shall fail to make the statement under oath herein named, the census board shall proceed to assess such railroad property, and shall add thirty per cent. to the assessable value thereof.

SEC. 12. *Provided*, That for the tax of 1872, the return under oath shall be by the first day of June next, and the board of supervisors shall perform the requirements of this act at their September meeting in September next, and the assessment for the year shall be made in the month of July next, by the census board. Provision for the tax of 1872.

SEC. 13. All laws and parts of laws, inconsistent with the provisions of this act, are hereby repealed. Repealing.

SEC. 14. This act, being deemed of immediate importance, shall take effect after publication in the Daily State Register and Daily Leader, newspapers published at Des Moines. Publication clause.

Approved, April 6th, 1866.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 6, and in the *Daily Iowa State Register*, April 9, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER XXXIII.

REGULATING RAILROAD CROSSINGS NEAR THE MISSISSIPPI.

A NACT to Regulate the Intersection of Railroad Tracks near the Mississippi River. APRIL 6

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That whenever it shall be necessary for any railroad company in the construction of its road to cross the track or tracks of any other railroad company, upon or near the shore of the Mississippi river, each of said railroad companies shall be required so to construct and maintain its respective road-bed at the point of said crossings, that the track or tracks of each shall be above the level of high water of said river. Tracks at railroad crossings near Mississippi river to be above high water.

SEC. 2. *Provided*, That when such crossings occur within the limits of cities of six thousand inhabitants or upwards, nothing herein contained shall deprive the city council of such city of the right to fix and establish the elevation of grades at such crossings. Proviso: authority of councils of cities of over 6,000 people.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and the State Leader, newspapers published in Des Moines, Iowa. In force, when.

Approved, April 6th, 1872.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 9th, and in *The Daily Iowa State Register*, April 10th, 1872.

ED WRIGHT, *Secretary of State.*

Amount due cities and towns to be paid over by county treasurer. stating and declaring the length of the main track, and assessed value of such road lying within each city, town, township, and lesser taxing district, in said county through which said road runs, as fixed by the distribution of the amount fixed by the census board, which aforesaid amount shall constitute the taxable value of said property for all taxable purposes. And the amount due each city or incorporated town, under the provisions of this act, shall be paid over, when collected by the county treasurer, to such city or town, and the board of supervisors shall transmit a copy of said order to the city council or trustees of each city or incorporated town or township.

Railroad property how taxable. SEC. 6. All such railroad property shall be taxable upon said assessment at the same rates, by the same officers, and for the same purposes as the property of individuals within such counties, cities, towns, townships, and lesser taxing districts.

Procedure with delinquent taxes. Powers of county treasurers. No process necessary to seize rolling stock. SEC. 7. All laws in force relating to the enforcement of the payment of delinquent taxes, shall be applicable to all taxes levied under the provisions of this act, and whenever any taxes levied under this act shall become delinquent, the county treasurer, having control of such delinquent taxes, shall proceed to collect the same in the same manner, and with the same right and power, as a sheriff under execution, except that no process shall be necessary to authorize him to seize and sell engines, cars, or any other rolling stock for the collection of said taxes.

Other property of railroad companies, how assessed. SEC. 8. Lands, lots, and other real estate belonging to any railroad company not exclusively used in the operation of the several roads, shall be subject to assessment and taxation the same as other similar lands in the several counties wherever situated.

Companies released from the payment of certain taxes. 1870: ch. 106. SEC. 9. Every railroad company which shall have paid all taxes on gross earning provided for by chapter 106, of the acts of the Thirteenth General Assembly, shall be released from the payment of all other taxes which may have been levied upon the road-bed, right of way, track, rolling stock, and necessary buildings for operating their road, and no taxes for prior years for state, county, municipal, or any other purpose, for which any tax can be levied under the laws of the state, up to the first day of January last, shall be collected from any such railroad company on such property.

Act not to apply to rivers on the boundaries. SEC. 10. No provision of this act shall be held to apply to any railroad bridge across the Mississippi or Missouri river, but such bridges shall be assessed and taxed on the same basis as the property of individuals.

Census board to assess, when. SEC. 11. In case the proper officer of any railroad company shall fail to make the statement under oath herein named, the census board shall proceed to assess such railroad property, and shall add thirty per cent. to the assessable value thereof.

SEC. 12. *Provided*, That for the tax of 1872, the return under oath shall be by the first day of June next, and the board of supervisors shall perform the requirements of this act at their September meeting in September next, and the assessment for the year shall be made in the month of July next, by the census board. Provision for the tax of 1872.

SEC. 13. All laws and parts of laws, inconsistent with the provisions of this act, are hereby repealed. Repealing.

SEC. 14. This act, being deemed of immediate importance, shall take effect after publication in the Daily State Register and Daily Leader, newspapers published at Des Moines. Publication clause.

Approved, April 6th, 1866.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 6, and in the *Daily Iowa State Register*, April 9, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER XXXIII.

REGULATING RAILROAD CROSSINGS NEAR THE MISSISSIPPI.

AN ACT to Regulate the Intersection of Railroad Tracks near the Mississippi River. APRIL 6.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That whenever it shall be necessary for any railroad company in the construction of its road to cross the track or tracks of any other railroad company, upon or near the shore of the Mississippi river, each of said railroad companies shall be required so to construct and maintain its respective road-bed at the point of said crossings, that the track or tracks of each shall be above the level of high water of said river. Tracks at railroad crossings near Mississippi river to be above high water.

SEC. 2. *Provided*, That when such crossings occur within the limits of cities of six thousand inhabitants or upwards, nothing herein contained shall deprive the city council of such city of the right to fix and establish the elevation of grades at such crossings. Proviso: authority of councils of cities of over 6,000 people.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and the State Leader, newspapers published in Des Moines, Iowa. In force, when.

Approved, April 6th, 1872.

I hereby certify that the foregoing act was published in the *Daily State Leader*, April 9th, and in *The Daily Iowa State Register*, April 10th, 1872.

ED WRIGHT, *Secretary of State.*

CHAPTER 65.

NON-USER OF RAILROAD RIGHT-OF WAY.

AN ACT to Amend Section 1260, Chapter 4, Title 10, of the Code of Iowa [relating to Taking Private Property for Works of Internal Improvement].

Code, § 1260.
Non-user for
five years
deemed an
abandonment
in favor of
party enter-
ing upon the
work.

Be it enacted by the General Assembly of the State of Iowa, That section 1260, chapter 4, title 10, of the Code of Iowa, be and the same is hereby amended so as to read as follows:

Section 1260. In any case where a railway, constructed in whole or in part, has ceased to be operated or used for more than five years, or in any case where the construction of a railway has been commenced by any corporation or person, and work on the same has ceased, and has not been in good faith resumed for more than five years, and the same remains unfinished, it shall be deemed and taken that such corporation or person thus in default has abandoned all right and privilege over so much as remains unfinished, as aforesaid, in favor of any other corporation or person which may enter upon such abandoned work, as provided in section 1261.

Approved, March 21st, 1874.

CHAPTER 68.

RATES OF FARE AND FREIGHT.

S. F. 12, 13, 25, 26, 49, 66, 73, and 101. AN ACT to Establish Reasonable Maximum Rates of Charges for the Transportation of Freight and Passengers on the Different Railroads of this State [Amendatory of Code, Title X., Chapter 5: "Of Railways."]

Classification
of railroads.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all railroad corporations organized or doing business in this state, their trustees, receivers, or lessees, under the laws or authority thereof, shall be limited in their maximum charges to the rates of compensation for the transportation of passengers and freight, which are herein prescribed. All railroads in this state shall be classified according to the gross amount of their respective annual earnings within the state, per mile, for the preceding year, as follows: Class "A" shall include all railroads whose gross annual earnings, per mile, shall

be four thousand dollars (\$4,000) or more. Class "B" shall include all railroads whose gross annual earnings, per mile, shall be three thousand dollars (\$3,000) or any sum in excess thereof less than four thousand dollars (\$4,000). Class "C" shall include all railroads whose gross annual earnings, per mile, shall be less than three thousand dollars (\$3,000).

SEC. 2. All railroad corporations, according to their classifications as herein prescribed, shall be limited to compensation per mile for the transportation of any person, with ordinary baggage, not exceeding one hundred pounds in weight, as follows: Class "A" three cents; class "B" three and one-half cents; class "C" four cents: *Provided*, That no such corporation shall charge, demand, or receive any greater compensation per mile for the transportation of children twelve years of age or under, than half the rates above prescribed: *And provided, also*, A charge of ten cents may be added to the fare of any passenger, when the same is paid upon the cars, if a ticket might have been procured within a reasonable time before the departure of the train. Maximum rates of fare.

SEC. 3. The tariff rates established in the following schedule shall be considered the basis on which to compute the compensation for transporting freights, goods, merchandise, or property over any line of railroads within this state :— Tariff rates.

Schedule of
tariff rates.

[SCHEDULE OF TARIFF RATES.]

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster, and stucco, in cents, per barrel, in lots of 25 barrels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car-load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car- load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.
	First class.	Second class.	Third class.	Fourth class.												
1 ... less than	12 00	10 67	9 38	8 00	10 67	12 78	4 26	4 88	8 27	9 00	8 00	7 00	9 60	8 68	7 68	80
2 and less than	12 50	11 06	9 68	8 20	10 89	12 89	4 35	4 78	8 44	9 35	8 24	7 20	9 87	8 95	7 79	87
3 and less than	13 00	11 46	9 98	8 40	11 11	18 25	4 44	4 88	8 62	9 70	8 48	7 40	10 15	9 22	7 95	45
4 and less than	13 50	11 86	10 28	8 60	11 33	18 51	4 53	4 98	8 80	10 05	8 72	7 60	10 43	9 49	8 11	52
5 and less than	14 00	12 25	10 50	8 75	11 55	18 78	4 62	5 08	8 98	10 40	8 96	7 80	10 71	9 78	8 27	60
6 and less than	14 40	12 56	10 73	8 90	11 77	14 04	4 70	5 17	9 15	10 68	9 20	7 95	10 99	10 08	8 43	62
7 and less than	14 80	12 88	10 95	9 02	11 99	14 30	4 79	5 26	9 32	10 96	9 44	8 10	11 29	10 31	8 59	64
8 and less than	15 20	13 18	11 16	9 14	12 21	14 56	4 88	5 36	9 49	11 20	9 68	8 25	11 58	10 59	8 75	66
9 and less than	15 60	13 48	11 37	9 26	12 43	14 88	4 97	5 46	9 68	11 52	9 92	8 40	11 86	10 90	8 90	68
10 and less than	16 00	13 80	11 59	9 38	12 65	15 09	5 06	5 56	9 83	11 80	10 16	8 55	12 14	11 15	9 06	70
11 and less than	16 40	14 10	11 80	9 50	12 87	15 35	5 14	5 65	10 00	12 08	10 40	8 70	12 44	11 40	9 23	71
12 and less than	16 80	14 40	12 00	9 61	13 09	15 61	5 23	5 75	10 17	12 36	10 64	8 85	12 73	11 67	9 38	72
13 and less than	17 20	14 70	12 21	9 72	13 31	15 88	5 32	5 85	10 35	12 64	10 88	9 00	13 01	11 94	9 54	73
14 and less than	17 60	15 01	12 42	9 83	13 53	16 14	5 41	5 95	10 52	12 92	11 12	9 15	13 31	12 22	9 70	74
15 and less than	18 00	15 32	12 63	9 94	13 75	16 40	5 50	6 06	10 69	13 20	11 36	9 30	13 60	12 50	9 86	75
16 and less than	18 40	15 61	12 83	10 05	13 97	16 66	5 58	6 14	10 86	13 48	11 60	9 45	13 88	12 77	10 02	76
17 and less than	18 80	15 92	13 04	10 16	14 19	16 92	5 67	6 23	11 03	13 76	11 84	9 60	14 16	13 04	10 18	77
18 and less than	19 20	16 23	13 25	10 27	14 41	17 10	5 76	6 33	11 20	14 04	12 08	9 75	14 46	13 31	10 34	78

APPENDIX.

CXI

19 and less than 20...	20...	19 00	Do. 1st class.
20 and less than 21...	21...	20 00	
21 and less than 22...	22...	20 80	
22 and less than 23...	23...	20 60	
23 and less than 24...	24...	20 90	
24 and less than 25...	25...	21 20	
25 and less than 26...	26...	21 50	
26 and less than 27...	27...	21 80	
27 and less than 28...	28...	22 10	
28 and less than 29...	29...	22 40	
29 and less than 30...	30...	22 70	
30 and less than 31...	31...	23 00	
31 and less than 32...	32...	23 20	
32 and less than 33...	33...	23 40	
33 and less than 34...	34...	23 60	
34 and less than 35...	35...	23 80	
35 and less than 36...	36...	24 00	
36 and less than 37...	37...	24 20	
37 and less than 38...	38...	24 40	
38 and less than 39...	39...	24 60	
39 and less than 40...	40...	24 80	
40 and less than 41...	41...	25 00	
41 and less than 42...	42...	25 20	
42 and less than 43...	43...	25 40	
43 and less than 44...	44...	25 60	
44 and less than 45...	45...	25 80	
45 and less than 46...	46...	26 00	
46 and less than 47...	47...	26 20	
47 and less than 48...	48...	26 40	
48 and less than 49...	49...	26 60	
49 and less than 50...	50...	26 80	
50 and less than 51...	51...	27 0	
51 and less than 52...	52...	27 20	
52 and less than 53...	53...	27 40	
53 and less than 54...	54...	27 60	
54 and less than 55...	55...	27 80	
55 and less than 56...	56...	28 00	
56 and less than 57...	57...	28 20	
57 and less than 58...	58...	28 40	
58 and less than 59...	59...	28 60	
59 and less than 60...	60...	28 80	
60 and less than 61...	61...	29 00	
Distances.			
			Do. 1st class.
			Do. 2d class.
			Do. 3d class.
			Merchandise 4th class.
			Flour.
			Salt, cement, plaster and stucco.
			Other grain.
			Wheat.
			Lumber.
			Horses and Mules.
			Cattle and Hogs.
			Sheep.
			Class A.
			Class B.
			Class C.
			Coal.

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster and stucco, in cents, per barrel, in lots of 25 bar- rels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car-load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars per car-load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.	
	First class.	Second class.	Third class.	Fourth class.													
61 and less than	29 20	24 88	19 46	14 60	23 87	28 48	9 54	10 49	18 55	23 06	17 48	14 60	24 45	18 84	15 47	1 21	62...
62 and less than	29 40	24 50	19 60	14 70	24 08	28 74	9 68	10 59	18 78	23 16	17 58	14 70	24 62	18 95	15 57	1 22	63...
63 and less than	29 60	24 67	19 78	14 80	24 31	29 00	9 72	10 69	18 90	23 29	17 68	14 80	24 80	19 06	15 68	1 23	64...
64 and less than	29 80	24 88	19 88	14 90	24 53	29 26	9 81	10 79	19 07	23 42	17 78	14 90	24 97	19 16	15 78	1 24	65...
65 and less than	30 00	25 00	20 00	15 00	24 75	29 52	9 90	10 89	19 24	23 56	17 88	15 00	25 13	19 27	15 88	1 25	66...
66 and less than	30 20	25 17	20 18	15 10	24 97	29 79	9 98	10 98	19 41	23 68	17 98	15 10	25 30	19 38	15 99	1 26	67...
67 and less than	30 40	25 38	20 26	15 20	25 19	30 05	10 07	11 08	19 58	23 81	18 08	15 20	25 47	19 50	16 11	1 27	68...
68 and less than	30 60	25 50	20 40	15 30	25 41	30 31	10 16	11 17	19 75	23 94	18 18	15 30	25 63	19 61	16 22	1 28	69...
69 and less than	30 80	25 67	20 53	15 40	25 63	30 58	10 25	11 27	19 92	24 07	18 28	15 40	25 79	19 72	16 32	1 29	70...
70 and less than	31 00	25 83	20 66	15 50	25 85	30 84	10 34	11 37	20 09	24 20	18 38	15 50	25 96	19 83	16 43	1 30	71...
71 and less than	31 20	26 00	20 80	15 60	26 07	31 10	10 42	11 46	20 26	24 33	18 48	15 60	26 12	19 94	16 53	1 31	72...
72 and less than	31 40	26 17	20 93	15 70	26 29	31 36	10 51	11 56	20 43	24 46	18 58	15 70	26 29	20 05	16 64	1 32	73...
73 and less than	31 60	26 38	21 06	15 80	26 51	31 62	10 60	11 66	20 60	24 59	18 68	15 80	26 45	20 16	16 74	1 33	74...
74 and less than	31 80	26 50	21 20	15 90	26 73	31 89	10 69	11 75	20 77	24 72	18 78	15 90	26 61	20 26	16 85	1 34	75...
75 and less than	32 00	26 67	21 33	16 00	26 95	32 15	10 78	11 85	20 94	24 85	18 88	16 00	26 77	20 37	16 96	1 35	76...
76 and less than	32 20	26 83	21 46	16 10	27 17	32 41	10 86	11 95	21 11	24 96	18 98	16 10	26 95	20 48	17 07	1 36	77...
77 and less than	32 40	27 00	21 60	16 20	27 39	32 68	10 95	12 04	21 28	25 11	19 08	16 20	27 12	20 60	17 17	1 37	78...
78 and less than	32 60	27 17	21 73	16 30	27 61	32 94	11 04	12 14	21 45	25 24	19 18	16 30	27 28	20 71	17 28	1 38	79...

APPENDIX.

CXIII

[illegible]

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster, and stucco, in cents, per barrel, in lots of 25 barrels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car-load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car- load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car-load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.
	First class.	Second class.	Third class.	Fourth class.												
121 and less than 122...	41 20	34 83	27 46	20 60	34 76	41 47	18 90	15 29	27 52	29 30	23 53	20 70	33 33	25 30	21 83	1 81
122 and less than 123...	41 40	34 50	27 60	20 70	34 87	41 60	18 94	15 33	27 10	29 30	23 58	20 70	33 16	25 40	21 94	1 82
123 and less than 124...	41 60	34 67	27 73	20 80	34 98	41 73	18 98	15 37	27 19	29 40	23 68	20 80	33 26	25 51	22 05	1 83
124 and less than 125...	41 80	34 83	27 86	20 90	35 09	41 86	14 03	15 43	27 27	29 50	23 78	20 90	33 36	25 61	22 15	1 84
125 and less than 126...	42 00	35 00	28 00	21 00	35 20	42 00	14 08	15 47	27 36	29 60	23 88	21 00	33 46	25 71	22 26	1 85
126 and less than 127...	42 20	35 17	28 18	21 10	35 31	42 13	14 12	15 53	27 45	29 70	23 98	21 10	33 56	25 82	22 36	1 86
127 and less than 128...	42 40	35 33	28 26	21 20	35 42	42 26	14 16	15 57	27 53	29 80	24 06	21 20	33 66	25 93	22 47	1 87
128 and less than 129...	42 60	35 50	28 40	21 30	35 53	42 39	14 21	15 63	27 62	29 90	24 16	21 30	33 76	26 04	22 57	1 88
129 and less than 130...	42 80	35 67	28 53	21 40	35 64	42 52	14 25	15 67	27 70	30 00	24 28	21 40	33 87	26 14	22 68	1 89
130 and less than 131...	48 00	35 83	28 66	21 50	35 75	42 65	14 30	15 73	27 79	30 10	24 38	21 50	33 97	26 24	22 78	1 90
131 and less than 132...	48 20	36 00	28 79	21 60	35 86	42 79	14 34	15 77	27 87	30 20	24 48	21 60	34 09	25 35	22 89	1 91
132 and less than 133...	48 40	36 17	28 88	21 70	35 97	42 91	14 38	15 82	27 96	30 30	24 58	21 70	34 19	26 45	23 00	1 92
133 and less than 134...	48 60	36 33	29 06	21 80	36 08	43 05	14 48	15 87	28 05	30 40	24 68	21 80	34 29	26 55	23 11	1 93
134 and less than 135...	48 80	36 50	29 20	21 90	36 19	43 18	14 47	15 92	28 18	30 50	24 78	21 90	34 39	26 65	23 21	1 94
135 and less than 136...	44 00	36 67	29 38	22 00	36 30	43 31	14 52	15 97	28 22	30 60	24 88	22 00	34 50	26 76	23 32	1 95
136 and less than 137...	44 20	36 83	29 46	22 10	36 41	43 44	14 56	16 01	28 31	30 70	24 98	22 10	34 60	26 87	23 42	1 96
137 and less than 138...	44 40	37 00	29 60	22 20	36 52	43 57	14 60	16 06	28 39	30 80	25 08	22 20	34 70	26 98	23 53	1 97
138 and less than 139...	44 60	37 17	29 73	22 30	36 63	43 70	14 65	16 11	28 48	30 90	25 18	22 30	34 81	27 09	23 68	1 98

APPENDIX.

CXV

139	and less than 140...	44 80	87 53	29 86	22 40	83 74	48 84	14 69	10 15	28 56	81 10	25 38	22 40	34 91	27 20	23 74	1 99	
140	and less than 141...	45 00	87 50	30 00	22 50	86 86	48 84	14 74	16 21	28 55	81 10	25 38	22 50	34 92	27 20	23 84	2 01	
141	and less than 142...	45 15	87 43	30 10	22 58	86 96	44 10	14 78	16 25	28 74	81 20	25 48	22 60	35 12	27 40	23 95	2 02	
142	and less than 143...	45 30	87 76	30 20	22 65	87 07	44 28	14 82	16 35	28 82	81 30	25 58	22 70	35 23	27 51	24 06	2 03	
143	and less than 144...	45 45	87 88	30 30	22 78	87 18	44 49	14 87	16 40	28 88	81 40	25 68	22 80	35 33	27 62	24 16	2 04	
144	and less than 145...	45 60	87 88	30 40	22 80	87 29	44 49	14 91	16 45	28 88	81 50	25 68	22 90	35 42	27 73	24 27	2 05	
145	and less than 146...	45 75	87 88	30 50	22 88	87 40	44 62	14 96	16 50	28 88	81 60	25 68	23 00	35 53	27 83	24 37	2 06	
146	and less than 147...	45 90	87 88	30 60	22 96	87 51	44 75	15 00	16 55	28 88	81 70	25 68	23 10	35 63	27 94	24 48	2 07	
147	and less than 148...	46 06	87 88	30 70	23 00	87 62	44 89	15 04	16 59	28 88	81 80	25 68	23 20	35 73	28 04	24 58	2 08	
148	and less than 149...	46 20	87 88	30 80	23 10	87 73	45 01	15 09	16 64	28 88	81 90	25 68	23 30	35 83	28 14	24 69	2 09	
149	and less than 150...	46 35	87 88	30 90	23 18	87 84	45 15	15 13	16 69	28 88	82 00	25 68	23 40	35 93	28 24	24 80	2 10	
150	and less than 151...	46 50	87 88	31 00	23 25	87 95	45 28	15 18	16 74	28 88	82 10	25 68	23 50	36 05	28 35	24 90	2 11	
151	and less than 152...	46 65	87 88	31 10	23 33	88 06	45 41	15 22	16 79	28 88	82 20	25 68	23 60	36 15	28 45	25 01	2 12	
152	and less than 153...	46 80	87 88	31 20	23 40	88 17	45 54	15 26	16 84	28 88	82 30	25 68	23 70	36 25	28 55	25 12	2 13	
153	and less than 154...	46 95	87 88	31 30	23 48	88 28	45 67	15 31	16 89	28 88	82 40	25 68	23 80	36 35	28 65	25 23	2 14	
154	and less than 155...	47 10	87 88	31 40	23 55	88 39	45 80	15 35	16 94	28 88	82 50	25 68	23 90	36 45	28 76	25 34	2 15	
155	and less than 156...	47 25	87 88	31 50	23 63	88 50	45 93	15 39	16 99	28 88	82 60	25 68	24 00	36 55	28 86	25 45	2 16	
156	and less than 157...	47 40	87 88	31 60	23 70	88 58	46 04	15 43	17 04	28 88	82 70	25 68	24 10	36 65	28 96	25 56	2 17	
157	and less than 158...	47 55	87 88	31 70	23 78	88 67	46 15	15 47	17 09	28 88	82 80	25 68	24 20	36 76	29 06	25 66	2 18	
158	and less than 159...	47 70	87 88	31 80	23 85	88 76	46 25	15 50	17 12	28 88	82 90	25 68	24 30	36 86	29 19	25 77	2 19	
159	and less than 160...	47 85	87 88	31 90	23 93	88 85	46 36	15 54	17 16	28 88	83 00	25 68	24 40	36 96	29 30	25 88	2 20	
160	and less than 161...	48 00	87 88	32 00	24 00	88 94	46 46	15 57	17 20	28 88	83 10	25 68	24 50	37 06	29 40	25 98	2 21	
161	and less than 162...	48 15	87 88	32 10	24 08	89 02	46 57	15 60	17 24	28 88	83 20	25 68	24 60	37 18	29 50	26 08	2 22	
162	and less than 163...	48 30	87 88	32 20	24 15	89 11	46 67	15 64	17 28	28 88	83 30	25 68	24 70	37 28	29 61	26 18	2 23	
163	and less than 164...	48 45	87 88	32 30	24 23	89 20	46 78	15 68	17 32	28 88	83 40	25 68	24 80	37 39	29 71	26 29	2 24	
164	and less than 165...	48 60	87 88	32 40	24 30	89 29	46 88	15 71	17 36	28 88	83 50	25 68	24 90	37 49	29 82	26 39	2 25	
165	and less than 166...	48 75	87 88	32 50	24 38	89 38	46 99	15 75	17 40	28 88	83 60	25 68	25 00	37 59	29 93	26 50	2 26	
166	and less than 167...	48 90	87 88	32 60	24 45	89 46	47 09	15 78	17 44	28 88	83 70	25 68	25 10	37 70	30 03	26 60	2 27	
167	and less than 168...	49 05	87 88	32 70	24 53	89 55	47 20	15 82	17 48	28 88	83 80	25 68	25 20	37 80	30 14	26 71	2 28	
168	and less than 169...	49 20	87 88	32 80	24 60	89 64	47 30	15 85	17 52	28 88	83 90	25 68	25 30	37 90	30 24	26 82	2 29	
169	and less than 170...	49 35	87 88	32 90	24 68	89 73	47 41	15 89	17 56	28 88	84 00	25 68	25 40	38 00	30 35	26 93	2 30	
170	and less than 171...	49 50	87 88	33 00	24 75	89 82	47 51	15 92	17 59	28 88	84 10	25 68	25 50	38 11	30 45	27 03	2 31	
171	and less than 172...	49 65	87 88	33 10	24 83	89 90	47 62	15 96	17 55	28 88	84 20	25 68	25 60	38 21	30 56	27 14	2 32	
172	and less than 173...	49 80	87 88	33 20	24 90	89 99	47 72	15 99	17 58	28 88	84 30	25 68	25 70	38 31	30 66	27 24	2 33	
173	and less than 174...	49 95	87 88	33 30	24 98	90 08	47 83	16 03	7 63	28 88	84 40	25 68	25 80	38 42	30 77	27 35	2 34	
174	and less than 175...	50 10	87 88	33 40	25 05	90 17	47 93	16 06	17 66	28 88	84 50	25 68	25 90	38 52	30 87	27 45	2 35	
175	and less than 176...	50 25	87 88	33 50	25 13	90 26	48 04	16 10	17 71	28 88	84 60	25 68	26 00	38 62	30 97	27 56	2 36	
176	and less than 177...	50 40	87 88	33 60	25 20	90 34	48 14	16 13	17 74	28 88	84 70	25 68	26 10	38 73	31 08	27 66	2 37	
177	and less than 178...	50 55	87 88	33 70	25 26	90 43	48 25	16 17	17 78	28 88	84 80	25 68	26 20	38 83	31 19	27 77	2 38	
178	and less than 179...	50 70	87 88	33 80	25 35	90 52	48 35	16 20	17 82	28 88	84 90	25 68	26 30	38 93	31 29	27 87	2 39	
179	and less than 180...	50 85	87 88	33 90	25 43	90 61	48 46	16 24	17 86	28 88	85 00	25 68	26 40	39 04	31 40	27 98	2 40	
180	and less than 181...	51 00	87 88	34 00	25 50	90 70	48 56	16 28	17 90	28 88	85 10	25 68	26 50	39 14	31 50	28 08		
Coal.																		
Class C.																		
Class B.																		
Class A.																		
Sheep.																		
Cattle and Hogs.																		
Horses and Mules																		
Lumber.																		
Wheat.																		
Other Grain.																		
Salt, cement, plaster and stucco.																		
Flour.																		
Merchandise, 4th class.																		
Do. 3d class.																		
Do. 2d class.																		
Do. 1st class.																		
139	and less than 140...	140...	Distances—Continued.															
140	and less than 141...	141...																
141	and less than 142...	142...																
142	and less than 143...	143...																
143	and less than 144...	144...																
144	and less than 145...	145...																
145	and less than 146...	146...																
146	and less than 147...	147...																
147	and less than 148...	148...																
148	and less than 149...	149...																
149	and less than 150...	150...																
150	and less than 151...	151...																
151	and less than 152...	152...																
152	and less than 153...	153...																
153	and less than 154...	154...																
154	and less than 155...	155...																
155	and less than 156...	156...																
156	and less than 157...	157...																
157	and less than 158...	158...																
158	and less than 159...	159...																
159	and less than 160...	160...																
160	and less than 161...	161...																
161	and less than 162...	162...																
162	and less than 163...	163...																
163	and less than 164...	164...																
164	and less than 165...	165...																
165	and less than 166...	166...																
166	and less than 167...	167...																
167	and less than 168...	168...																
168	and less than 169...	169...																
169	and less than 170...	170...																
170	and less than 171...	171...																
171	and less than 172...	172...																
172	and less than 173...	173...																
173	and less than 174...	174...																
174	and less than 175...	175...																
175	and less than 176...	176...																
176	and less than 177...	177...																
177	and less than 178...	178...																
178	and less than 179...	179...																
179	and less than 180...	180...																
180	and less than 181...	181...																

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster and stucco, in cents, per barrel, in lots of 25 bar- rels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car- load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car-load.	Class B, in dollars, per car load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car load.	
	First class.	Second class.	Third class.	Fourth class.													
181 and less than 182...	51 16	42 62	34 10	25 58	40 78	48 67	16 31	17 94	31 70	35 20	29 48	26 60	39 24	31 61	28 18	2 41	181 and less than 182...
182 and less than 183...	51 30	42 75	34 20	25 65	40 87	48 77	16 34	17 97	31 77	35 30	29 58	26 70	39 34	31 71	28 28	2 42	182 and less than 183...
183 and less than 184...	51 45	42 88	34 30	25 73	40 96	48 88	16 38	18 01	31 83	35 40	29 68	26 80	39 45	31 82	28 39	2 43	183 and less than 184...
184 and less than 185...	51 60	43 00	34 40	25 80	41 05	48 98	16 42	18 06	31 90	35 50	29 78	26 90	39 55	31 93	28 52	2 44	184 and less than 185...
185 and less than 186...	51 75	43 12	34 50	25 88	41 14	49 09	16 45	18 09	31 98	35 60	29 88	27 00	39 65	32 03	28 62	2 45	185 and less than 186...
186 and less than 187...	51 90	43 25	34 60	25 95	41 22	49 19	16 48	18 12	32 06	35 70	29 98	27 10	39 75	32 13	28 73	2 46	186 and less than 187...
187 and less than 188...	52 05	43 37	34 70	26 03	41 31	49 30	16 52	18 17	32 11	35 80	30 08	27 20	39 85	32 24	28 83	2 47	187 and less than 188...
188 and less than 189...	52 20	43 50	34 80	26 10	41 40	49 40	16 56	18 21	32 18	35 90	30 18	27 30	39 95	32 34	28 94	2 48	188 and less than 189...
189 and less than 190...	52 35	43 62	34 90	26 18	41 49	49 51	16 59	18 24	32 24	36 00	30 28	27 40	40 06	32 45	29 05	2 49	189 and less than 190...
190 and less than 191...	52 50	43 75	35 00	26 25	41 58	49 61	16 63	18 29	32 31	36 10	30 38	27 50	40 16	32 55	29 15	2 50	190 and less than 191...
191 and less than 192...	52 65	43 88	35 10	26 33	41 6	49 72	16 66	18 32	32 38	36 20	30 48	27 60	40 27	32 66	29 26	2 51	191 and less than 192...
192 and less than 193...	52 80	44 0	35 20	26 40	41 75	49 82	16 70	18 37	32 45	36 30	30 58	27 70	40 37	32 76	29 36	2 52	192 and less than 193...
193 and less than 194...	52 95	44 12	35 30	26 48	41 84	49 93	16 73	18 40	32 53	36 40	30 68	27 80	40 47	32 87	29 47	2 53	193 and less than 194...
194 and less than 195...	53 10	44 25	35 40	26 55	41 93	50 03	16 77	18 44	32 59	36 50	30 78	27 90	40 58	32 97	29 57	2 54	194 and less than 195...
195 and less than 196...	53 25	44 37	35 50	26 63	42 02	50 14	16 80	18 48	32 67	36 60	30 88	28 00	40 68	33 06	29 68	2 55	195 and less than 196...
196 and less than 197...	53 40	44 50	35 60	26 70	42 10	50 24	16 84	18 52	32 73	36 70	30 98	28 10	40 78	33 16	29 78	2 56	196 and less than 197...
197 and less than 198...	53 55	44 62	35 70	26 78	42 19	50 35	16 87	18 56	32 80	36 80	31 08	28 20	40 88	33 26	29 89	2 57	197 and less than 198...
198 and less than 199...	53 70	44 75	35 80	26 85	42 28	50 45	16 91	18 59	32 87	36 90	31 18	28 30	40 98	33 36	29 99	2 58	198 and less than 199...

199 and less than 200...	53 85	50 55	16 94	18 63	32 93	37 00	31 24	28 40	41 09	88 50	80 10	2 58
200 and less than 201 ..	54 00	50 68	16 98	18 67	33 00	37 10	31 37	28 50	41 20	88 60	80 20	2 60
201 and less than 202...	54 15	50 77	17 01	18 71	33 07	37 20	31 46	28 56	41 30	88 71	80 31	2 60½
202 and less than 203...	54 30	50 87	17 05	18 75	33 14	37 30	31 55	28 62	41 40	88 81	80 41	2 61
203 and less than 204...	54 45	50 98	17 08	18 78	33 21	37 40	31 64	28 68	41 51	88 92	80 52	2 61½
204 and less than 205...	54 60	51 08	17 12	18 83	33 27	37 50	31 73	28 74	41 61	84 02	80 63	2 62
205 and less than 206 ..	54 75	51 19	17 16	18 87	33 34	37 60	31 82	28 80	41 71	84 12	80 74	2 62½
206 and less than 207...	54 90	51 29	17 19	18 90	33 41	37 70	31 91	28 86	41 81	84 23	80 84	2 63
207 and less than 208...	55 05	51 40	17 22	18 94	33 48	37 80	32 00	28 94	41 92	84 33	80 95	2 63½
208 and less than 209...	55 20	51 50	17 26	18 98	33 54	37 90	32 09	29 00	42 02	84 44	81 06	2 64
209 and less than 210 ..	55 35	51 61	17 30	19 03	33 61	38 00	32 18	29 08	42 12	84 54	81 16	2 64½
210 and less than 211...	55 50	51 71	17 33	19 06	33 69	38 10	32 27	29 12	42 22	84 65	81 27	2 65
211 and less than 212...	55 65	51 82	17 37	19 10	33 76	38 20	32 36	29 18	42 32	82 75	81 37	2 65½
212 and less than 213...	55 80	51 92	17 40	19 14	33 82	38 30	32 45	29 24	42 42	81 86	81 48	2 66
213 and less than 214 ..	55 95	52 03	17 44	19 17	33 89	38 40	32 54	29 30	42 53	84 98	81 58	2 66½
214 and less than 215...	56 10	52 13	17 47	19 22	33 95	38 50	32 63	29 36	42 63	85 07	81 69	2 67
215 and less than 216...	56 25	52 18	17 51	19 26	34 03	38 60	32 72	29 42	42 73	85 17	81 80	2 67½
216 and less than 217 ..	56 40	52 24	17 54	19 29	34 10	38 70	32 81	29 48	42 83	85 28	81 90	2 68
217 and less than 218...	56 55	52 34	17 58	19 33	34 16	38 80	32 90	29 54	42 93	85 38	82 01	2 68½
218 and less than 219...	56 70	52 45	17 61	19 37	34 23	38 90	32 99	29 60	43 03	85 49	82 11	2 69
219 and less than 220...	56 85	52 55	17 65	19 41	34 30	39 00	33 08	29 66	43 13	85 59	82 22	2 69½
220 and less than 221...	57 00	52 66	17 68	19 44	34 37	39 10	33 17	29 72	43 23	85 70	82 32	2 70
221 and less than 222...	57 15	52 76	17 72	19 49	34 45	39 20	33 26	29 78	43 33	85 80	82 42	2 70½
222 and less than 223...	57 30	52 87	17 75	19 52	34 51	39 30	33 35	29 84	43 43	85 91	82 53	2 71
223 and less than 224 ..	57 45	53 08	17 79	19 56	34 57	39 40	33 44	29 90	43 53	86 01	82 64	2 71½
224 and less than 225...	57 60	53 18	17 82	19 59	34 64	39 50	33 53	29 96	43 63	86 12	82 75	2 72
225 and less than 226 ..	57 75	53 29	17 86	19 64	34 71	39 60	33 62	30 02	43 73	86 23	82 86	2 72½
226 and less than 227...	57 90	53 39	17 89	19 67	34 78	39 70	33 71	30 08	43 84	86 33	82 97	2 73
227 and less than 228...	58 05	53 50	17 93	19 72	34 85	39 80	33 80	30 14	43 94	86 44	83 07	2 73½
228 and less than 229...	58 20	53 60	17 96	19 75	34 91	39 90	33 89	30 20	44 05	86 54	83 17	2 74
229 and less than 230...	58 35	53 60	17 96	19 75	34 91	40 00	33 89	30 26	44 16	86 65	83 28	2 74½
230 and less than 231...	58 50	53 91	18 00	19 80	34 98	40 10	34 07	30 32	44 27	86 75	83 39	2 75
231 and less than 232...	58 65	53 81	18 04	19 84	35 05	40 20	34 16	30 38	44 38	86 86	83 49	2 75½
232 and less than 233...	58 80	53 92	18 07	19 87	35 12	40 30	34 25	30 44	44 49	86 96	83 60	2 76
233 and less than 234...	58 95	54 02	18 10	19 91	35 19	40 40	34 34	30 50	44 59	87 07	83 71	2 76½
234 and less than 235...	59 10	54 13	18 14	19 95	35 25	40 50	34 43	30 56	44 69	87 17	83 82	2 77
235 and less than 236...	59 25	54 23	18 18	19 99	35 32	40 60	34 48	30 62	44 79	87 28	83 92	2 77½
236 and less than 237...	59 40	54 34	18 21	20 03	35 40	40 70	34 61	30 68	44 89	87 38	84 03	2 78
237 and less than 238...	59 55	54 44	18 24	20 06	35 46	40 80	34 70	30 74	45 00	87 49	84 13	2 78½
238 and less than 239...	59 70	54 55	18 28	20 10	35 53	40 90	34 79	30 80	45 11	87 59	84 24	2 79
239 and less than 240...	59 85	54 65	18 32	20 14	35 60	41 00	34 88	30 86	45 21	87 70	84 34	2 79½
240 and less than 241...	60 00	54 76	18 35	20 18	35 68	41 10	34 97	30 92	45 31	87 80	84 45	2 80
Distances—Continued.										Class A.		
										Class B.		
										Class C.		
										Coal.		
										Cattle and Hogs.		
										Horses and Mules.		
										Sheep.		
										Lumber.		
										Wheat.		
										Other grain.		
										Salt, cement, plaster and stucco.		
										Flour.		
										Merchandise, 4th class.		
										Do. 3d class.		
										Do. 2d class.		
										Do. 1st class.		

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster, and stucco, in cents, per barrel, in lots of 25 barrels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car-load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car- load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car-load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.
	First class.	Second class.	Third class.	Fourth class.												
241 and less than 242...	60 15	50 12	40 10	30 08	46 06	54 97	18 42	20 26	85 81	41 20	85 06	80 98	45 41	37 91	94 59	2 80½
242 and less than 243...	60 30	50 25	40 21	30 15	46 15	55 07	18 46	20 30	85 87	41 30	85 15	81 04	45 52	38 02	94 66	2 81
243 and less than 244...	60 45	50 37	40 29	30 23	46 24	55 18	18 49	20 31	85 95	41 40	85 24	81 10	45 62	38 12	94 77	2 81½
244 and less than 245...	60 60	50 50	40 40	30 30	46 33	55 28	18 53	20 38	86 02	41 50	85 33	81 16	45 72	38 23	94 87	2 82
245 and less than 246...	60 75	50 62	40 50	30 38	46 42	55 39	18 57	20 42	86 08	41 60	85 42	81 22	45 83	38 33	94 98	2 82½
246 and less than 247...	60 90	50 75	40 60	30 45	46 50	55 49	18 60	20 46	86 15	41 70	85 51	81 28	45 94	38 43	95 08	2 83
247 and less than 248...	61 05	50 88	40 70	30 53	46 59	55 60	18 63	20 49	86 21	41 80	85 60	81 34	46 04	38 54	95 19	2 83½
248 and less than 249...	61 20	51 00	40 80	30 60	46 68	55 70	18 66	20 52	86 26	41 90	85 69	81 40	46 11	38 62	95 27	2 84
249 and less than 250...	61 35	51 12	40 90	30 68	46 77	55 81	18 70	20 57	86 35	42 00	85 78	81 46	46 18	38 70	95 35	2 84½
250 and less than 251...	61 50	51 25	41 00	30 75	46 86	55 91	18 74	20 61	86 42	42 10	85 86	81 52	46 25	38 78	95 43	2 85
251 and less than 252...	61 62	51 35	41 08	30 81	46 94	56 02	18 77	20 64	86 50	42 20	85 94	81 58	46 32	38 86	95 51	2 85½
252 and less than 253...	61 74	51 45	41 16	30 87	47 03	56 12	18 81	20 69	86 57	42 30	86 02	81 64	46 39	38 94	95 59	2 86
253 and less than 254...	61 86	51 55	41 24	30 93	47 12	56 23	18 84	20 72	86 63	42 40	86 10	81 70	46 46	39 02	95 67	2 86½
254 and less than 255...	61 98	51 65	41 32	30 99	47 21	56 33	18 88	20 76	86 70	42 50	86 18	81 76	46 53	39 10	95 75	2 87
255 and less than 256...	62 10	51 75	41 40	31 05	47 30	56 44	18 92	20 81	86 77	42 60	86 26	81 82	46 60	39 18	95 83	2 87½
256 and less than 257...	62 22	51 85	41 48	31 11	47 38	56 54	18 95	20 84	86 84	42 70	86 34	81 88	46 67	39 26	95 91	2 88
257 and less than 258...	62 34	52 05	41 56	31 17	47 47	56 65	18 98	20 87	86 91	42 80	86 42	81 94	46 74	39 34	95 99	2 88½
258 and less than 259...	62 46	52 15	41 64	31 23	47 56	56 75	19 02	20 92	86 98	42 90	86 50	82 00	46 81	39 42	96 07	2 89
259 and less than 260...	62 58	52 15	41 72	31 29	47 65	56 86	19 06	20 96	87 05	43 00	86 58	82 06	46 88	39 50	96 15	2 89½

280 and less than 281 ..	46 85	32 12	36 88	43 10	57 12	20 09	19 09	53 08	47 74	31 35	52 25	62 70	280 and less than 281 ..
281 and less than 282...	47 02	32 18	36 74	43 20	37 19	21 08	19 12	57 07	47 88	31 41	52 35	62 82	281 and less than 282...
282 and less than 283...	47 09	32 24	36 82	43 30	37 26	21 07	19 16	57 17	47 91	31 47	52 45	62 94	282 and less than 283...
283 and less than 284...	47 16	32 30	36 90	43 40	37 33	21 12	19 20	57 28	48 00	31 53	52 55	63 06	283 and less than 284...
284 and less than 285 ..	47 23	32 36	36 98	43 50	37 40	21 15	19 23	57 38	48 09	31 59	52 65	63 18	284 and less than 285 ..
285 and less than 286...	47 30	32 42	37 06	43 60	37 47	21 19	19 27	57 49	48 18	31 65	52 75	63 30	285 and less than 286...
286 and less than 287...	47 37	32 48	37 14	43 70	37 54	21 23	19 30	57 59	48 26	31 71	52 85	63 42	286 and less than 287...
287 and less than 288...	47 44	32 54	37 22	43 80	37 61	21 27	19 34	57 70	48 35	31 77	52 95	63 54	287 and less than 288...
288 and less than 289...	47 51	32 60	37 30	43 90	37 68	21 30	19 37	57 80	48 44	31 83	53 05	63 66	288 and less than 289...
289 and less than 290...	47 58	32 66	37 38	44 00	37 75	21 35	19 41	57 91	48 53	31 89	53 15	63 78	289 and less than 290...
290 and less than 291...	47 65	32 72	37 46	44 10	37 82	21 39	19 45	58 01	48 62	31 95	53 25	63 90	290 and less than 291...
291 and less than 292...	47 72	32 78	37 54	44 20	37 89	21 42	19 48	58 12	48 70	32 01	53 35	64 02	291 and less than 292...
292 and less than 293...	47 79	32 84	37 61	44 30	37 96	21 46	19 51	58 22	48 79	32 07	53 45	64 14	292 and less than 293...
293 and less than 294...	47 86	32 90	37 68	44 40	38 03	21 50	19 55	58 33	48 88	32 13	53 55	64 26	293 and less than 294...
294 and less than 295 ..	47 93	32 96	37 75	44 50	38 10	21 53	19 58	58 43	48 97	32 19	53 65	64 38	294 and less than 295 ..
295 and less than 296...	48 00	33 02	37 86	44 60	38 17	21 58	19 62	58 51	49 06	32 25	53 75	64 50	295 and less than 296...
296 and less than 297...	48 07	33 08	37 91	44 70	38 24	21 61	19 65	58 64	49 14	32 31	53 85	64 62	296 and less than 297...
297 and less than 298...	48 14	33 14	38 02	44 80	38 31	21 65	19 69	58 75	49 23	32 37	53 95	64 74	297 and less than 298...
298 and less than 299...	48 21	33 20	38 10	44 90	38 38	21 69	19 72	58 85	49 32	32 43	54 05	64 86	298 and less than 299...
299 and less than 300...	48 28	33 26	38 18	45 00	38 45	21 73	19 76	58 96	49 41	32 49	54 15	64 98	299 and less than 300...
300 and less than 301...	48 35	33 32	38 26	45 10	38 50	21 78	19 80	59 06	49 50	32 55	54 25	65 10	300 and less than 301...
301 and less than 302...	48 42	33 38	38 34	45 20	38 55	21 80	19 82	59 14	49 56	32 61	54 35	65 22	301 and less than 302...
	48 49	33 44	38 42	45 30	38 60	21 83	19 85	59 22	49 63	32 67	54 45	65 34	
	48 56	33 50	38 50	45 40	38 65	21 85	19 87	59 29	49 69	32 73	54 55	65 46	
	48 63	33 56	38 58	45 50	38 70	21 89	19 90	59 38	49 76	32 79	54 65	65 58	
	48 70	33 62	38 66	45 60	38 75	21 92	19 93	59 45	49 83	32 85	54 75	65 70	
	48 77	33 68	38 74	45 70	38 80	21 94	19 95	59 53	49 89	32 91	54 85	65 82	
	48 84	33 74	38 82	45 80	38 85	21 97	19 98	59 61	49 96	32 97	54 95	65 94	
	48 91	33 80	38 90	45 90	38 90	22 00	20 00	59 69	50 02	33 03	55 05	66 06	
	48 98	33 86	38 98	46 00	38 95	22 03	20 03	59 77	50 09	33 09	55 15	66 18	
	49 05	33 92	39 06	46 10	39 00	22 06	20 06	59 85	50 16	33 15	55 25	66 30	
	49 12	33 98	39 14	46 20	39 05	22 08	20 08	59 92	50 22	33 21	55 35	66 42	
	49 19	34 04	39 22	46 30	39 10	22 11	20 11	60 01	50 29	33 27	55 45	66 54	
	49 26	34 10	39 30	46 40	39 15	22 15	20 14	60 08	50 35	33 33	55 55	66 66	
	49 33	34 16	39 38	46 50	39 20	22 17	20 16	60 16	50 42	33 39	55 65	66 78	
	49 40	34 22	39 46	46 60	39 25	22 20	20 19	60 24	50 49	33 45	55 75	66 90	
	49 47	34 28	39 54	46 70	39 30	22 24	20 22	60 32	50 55	33 51	55 85	67 02	
	49 54	34 34	39 62	46 80	39 35	22 26	20 24	60 40	50 62	33 57	55 95	67 14	
	49 61	34 40	39 70	46 90	39 40	22 29	20 27	60 48	50 68	33 63	56 05	67 26	
	49 68	34 46	39 78	47 00	39 45	22 33	20 30	60 55	50 75	33 69	56 15	67 38	
	49 75	34 52	39 86	47 10	39 50	22 35	20 32	60 64	50 82	33 74	56 22	67 48	
	49 82	34 58	39 94	47 19	39 55	22 38	20 35	60 71	50 88	33 79	56 31	67 58	

Coal.

Class C.

Class B.

Class A.

Sheep.

Cattle and
Hogs.Horses and
Mules.

Lumber.

Wheat.

Other grains.

Salt, cement,
plaster and
stucco.

Flour.

Merchandise,
4th class.

Do. 3d class.

Do. 2d class.

Do. 1st class.

Distances—
Continued.

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster, and stucco, in cents, per barrel, in lots of 25 barrels or over.	All grain [except wheat] and mill stuffs, in cents, per 100 pounds, per car-load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car- load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car-load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.
	First class.	Second class.	Third class.	Fourth class.												
302 and less than 303...	67 48	56 40	45 12	33 84	50 95	60 79	20 38	22 41	39 60	47 28	40 02	31 64	49 80	42 94	39 59	8 11
303 and less than 304...	67 78	56 48	45 19	31 89	50 01	60 87	20 40	22 44	39 65	47 37	40 10	31 70	49 96	43 02	39 67	8 11½
304 and less than 305...	67 88	56 51	45 25	33 91	50 08	60 95	20 43	22 47	39 71	47 46	40 18	31 76	50 03	43 10	39 75	8 12
305 and less than 306...	67 98	56 65	45 32	33 99	50 15	61 03	20 46	22 56	39 75	47 55	40 26	31 82	50 10	43 18	39 83	8 12½
306 and less than 307	68 08	56 73	45 38	34 04	50 21	61 11	20 48	22 52	39 80	47 64	40 31	31 88	50 17	43 26	39 91	8 13
307 and less than 308...	68 18	56 81	45 45	34 09	50 28	61 18	20 51	22 56	39 85	47 73	40 42	31 94	50 24	43 34	39 96	8 13½
308 and less than 309...	68 28	56 90	45 52	34 14	50 34	61 27	20 53	2 58	39 90	47 82	40 50	35 00	50 31	43 42	40 07	8 14
309 and less than 310...	68 38	56 98	45 58	34 19	50 41	61 34	21 56	22 61	39 95	47 91	40 58	35 06	50 38	43 50	40 15	8 14½
310 and less than 311...	68 48	57 06	45 65	34 24	50 48	61 42	20 59	22 61	40 00	48 00	40 66	35 12	50 45	43 58	40 28	8 15
311 and less than 312...	68 58	57 15	45 72	34 29	50 54	61 50	20 61	22 67	40 05	48 09	40 74	35 18	50 52	43 66	40 31	8 15½
312 and less than 313...	68 68	57 23	45 79	34 34	50 61	61 57	20 64	22 70	40 10	48 18	40 82	35 24	50 59	43 74	40 39	8 16
313 and less than 314...	68 68	57 23	45 79	34 34	50 61	61 57	20 64	22 70	40 10	48 18	40 82	35 24	50 59	43 74	40 39	8 16½
314 and less than 315...	68 78	57 31	45 85	34 39	51 47	61 66	20 69	22 78	40 15	48 27	40 90	35 30	50 66	43 82	40 47	8 17
315 and less than 316...	68 78	57 31	45 85	34 39	51 47	61 66	20 69	22 78	40 15	48 27	40 90	35 30	50 66	43 82	40 47	8 17½
316 and less than 317...	68 88	57 40	45 92	34 44	50 74	61 74	20 72	22 76	40 20	48 36	40 98	35 36	51 73	43 90	40 55	8 18
317 and less than 318...	68 88	57 40	45 92	34 44	50 74	61 74	20 72	22 76	40 20	48 36	40 98	35 36	51 73	43 90	40 55	8 18½
318 and less than 319...	68 98	57 47	45 99	34 49	50 80	61 81	20 74	22 79	40 25	48 45	41 06	35 42	50 80	44 06	40 71	8 19
319 and less than 320...	69 08	57 54	46 06	34 54	50 87	61 90	20 77	2 82	40 30	48 54	41 14	35 48	50 87	44 14	40 79	8 19½
320 and less than 321...	69 18	57 65	46 12	34 59	50 94	61 97	20 80	22 85	40 35	48 63	41 22	35 54	50 94	44 22	40 87	8 19½
321 and less than 322...	69 28	57 73	46 18	34 64	52 00	62 05	20 80	22 84	40 40	48 74	41 30	35 60	51 01	44 30	40 95	8 19½
322 and less than 323...	69 38	57 81	46 25	34 69	52 07	62 13	20 82	22 90	40 45	48 81	41 38	35 66	51 08	44 38	40 96	8 19½

320 and less than 321...	321 and less than 322...	322 and less than 323...	323 and less than 324...	324 and less than 325...	325 and less than 326...	326 and less than 327...	327 and less than 328...	328 and less than 329...	329 and less than 330...	330 and less than 331...	331 and less than 332...	332 and less than 333...	333 and less than 334...	334 and less than 335...	335 and less than 336...	336 and less than 337...	337 and less than 338...	338 and less than 339...	339 and less than 340...	340 and less than 341...	341 and less than 342...	342 and less than 343...	343 and less than 344...	344 and less than 345...	345 and less than 346...	346 and less than 347...	347 and less than 348...	348 and less than 349...	349 and less than 350...	350 and less than 351...	351 and less than 352...	352 and less than 353...	353 and less than 354...	354 and less than 355...	355 and less than 356...	356 and less than 357...	357 and less than 358...	358 and less than 359...	359 and less than 360...	360 and less than 361...	361 and less than 362...						
69	69	69	69	69	69	69	70	70	70	70	70	70	70	70	70	70	70	70	70	71	71	71	71	71	71	71	71	71	71	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72		
Do. 1st class.																																															
57	57	57	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Do. 2d class.																																															
46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	
Do. 3d class.																																															
34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
Merchandise, 4th class.																																															
52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
Flour.																																															
62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	
Salt, cement, plaster and stucco.																																															
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
Other grain.																																															
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	
Wheat.																																															
40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
Lumber.																																															
48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Horses and Mules.																																															
41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Cattle and Hogs.																																															
35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	
Sheep.																																															
51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
Class A.																																															
41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	
Class B.																																															
41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Class C.																																															
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Coal.																																															

REPORT OF RAILROAD COMMISSIONERS.

Schedule of
tariff rates—
Continued.

DISTANCES in miles.	Merchandise, in cents, per hundred pounds.				Flour and meal, in cents, per bar- rel, per car-load.	Salt, cement, plaster, and stucco, in cents, per barrel, in lots of 25 barrels or over.	All grain (except wheat) and mill- stuffs, in cents, per 100 pounds, per car-load.	Wheat, in cents, per 100 pounds, per car-load.	Lumber, in dollars, per car-load.	Horses and mules, in dollars, per car-load.	Cattle and hogs, in dollars, per car-load.	Sheep, in dollars, per car-load, sin- gle deck.	Class A, in dollars, per car-load.	Class B, in dollars, per car-load.	Class C, in dollars, per car-load.	Coal, in dollars and cents, per ton, per car-load.
	First class.	Second class.	Third class.	Fourth class.												
862 and less than 863...	73 68	61 40	49 12	36 84	54 91	65 58	21 96	24 15	42 60	52 68	44 90	38 24	51 94	47 59	44 24	3 41
863 and less than 864...	73 78	61 48	49 18	36 89	54 97	65 67	21 98	24 18	42 65	52 77	44 98	38 30	54 00	47 66	44 31	3 41½
864 and less than 865...	73 88	61 56	49 25	36 94	55 04	65 75	22 01	24 21	42 70	52 88	45 06	38 36	54 06	47 73	44 38	3 42
865 and less than 866...	73 98	61 65	49 32	36 99	55 11	65 83	22 04	24 24	42 75	52 95	45 14	38 42	51 12	47 80	44 45	3 42½
866 and less than 867...	74 08	61 73	49 38	37 04	55 17	65 92	22 08	24 26	42 80	53 04	45 22	38 48	54 18	47 87	44 52	3 43
867 and less than 868...	74 15	61 82	49 45	37 09	55 24	66 00	22 09	24 29	42 85	53 13	45 30	38 54	54 24	47 94	44 59	3 43½
868 and less than 869...	74 28	61 90	49 52	37 14	55 30	66 09	22 12	24 32	42 90	53 22	45 38	38 60	54 30	48 01	44 66	3 44
869 and less than 870	74 38	61 98	49 59	37 19	55 37	66 17	22 14	24 35	42 95	53 31	45 46	38 66	54 36	48 08	44 73	3 44½
870 and less than 871...	74 48	62 06	49 66	37 24	55 44	66 25	22 17	24 38	43 00	53 40	45 54	38 72	51 42	48 15	44 80	3 45
871 and less than 872...	74 58	62 15	49 72	37 29	55 50	66 34	22 20	24 42	43 05	53 49	45 62	38 78	51 48	48 22	44 87	3 45½
872 and less than 873...	74 68	62 23	49 79	37 34	55 57	66 42	22 22	24 44	43 10	53 58	45 70	38 81	54 54	48 29	44 94	3 46
873 and less than 874...	74 78	62 32	49 86	37 39	55 63	66 51	22 25	24 47	43 15	54 07	45 78	38 90	54 60	48 36	45 01	3 46½
874 and less than 875...	74 88	62 40	49 92	37 44	55 70	66 59	22 28	24 50	43 20	54 15	45 86	38 96	54 66	48 43	45 08	3 47
875 and less than 876...	74 98	62 48	49 99	37 49	55 77	66 67	22 30	24 53	43 25	54 25	45 94	39 02	54 72	48 50	45 15	3 47½

* These figures, and any other in the schedule similarly indicated, are evidently erroneous, but are here given as they appear in the enrolled bill.—[SECRETARY OF STATE.

SEC. 4. It shall be unlawful for any railroad corporation to charge, demand, or receive a greater compensation for transporting merchandise or property over a line of railroad of class "A" than ninety per cent. of the rates established in the schedule of section three of this act; and it shall be unlawful for any railroad corporation to charge, demand, or receive a greater compensation for transporting goods, merchandise, or property over a line of railroad of class "B" than five per cent. in addition to the rates established in the schedule of section three of this act; and it shall be unlawful for any railroad corporation to charge, demand, or receive a greater compensation for transporting goods, merchandise, or property over a line of railroad of class "C" than 20 per cent. in addition to the rates established in the schedule of section three of this act.

Rates of transportation:

Class A.

Do.: class B.

Do.: class C.

SEC. 5. The following classification of freights, explanatory of the preceding schedules, shall be taken and held to be the classification in force in this state under the provision[s] of this act:

Classification of freights.

EXPLANATION OF CHARACTERS.					
The class as given opposite each article, 1, 2, 3, 4, stands for First, Second, Third, and Fourth Classes, respectively; 1½ for once and a half First Class, and D1 for Double First Class.					
Articles not enumerated will be classed with similar articles.					
<hr/>					
Acids.....	D 1		Ale, in glass, packed	1	
25 carboys, or over.....	1		Allspice.	3	
Car loads	4		Almonds, in sacks	1	
Agricultural implements			Almonds, in bbls. or boxes.	2	
In car loads	Class A		Alum.....	3	
Less than car loads as follows:			Ammunition, fixed — see Government supplies.		
Fanning mills, sulky horse-rakes, and similar light and bulky machines.....	D 1		Antimony, crude.....	1	
Cultivators, corn-planters, harrows, shovel-plows and shearing machines...	1½		Anvils	4	
Iron cultivators, wooden horse-rakes, reapers, mowers, harvesting machines, plows, seed-drills, and feed-cutters.....	1		Apple butter, or sauce	2	
Cultivators, corn-planters, shovel-plows, and fanning mills, when knocked down and taken apart ...	1		Apples, dried	2	
Sulky horse-rakes knocked down and teeth taken out	1		Apples, dried—50 bbls. or over	4	
Iron corn-shellers	1		Apples, green, in bulk in car loads, same as potatoes.		
Threshers, one, at half car rate.			Apples, green, 40 bbls. or more	4	
Plows knocked down and boxed	2		Apples, green, less than 40 bbls	3	
Alcohol	1		Apples in car loads of 120 bbls. or more; car load, flour rates.		
Alcohol, 10 bbls. or more....	2		Ashes, pot, pearl, and soda.	4	
Alcohol, 20 bbls. or over....	4		Ash boilers or kettles, large and heavy	4	
Ale, 20 bbls. or over	4		Asphaltum	4	
Ale, less than 20 bbls.....	3		Axes.....	8	
			Ax-handles, boxed.	3	
			Ax-handles, in bundles.....	2	
			Axle-grease.....	3	
			Axle-grease, 50 cases or over	4	
			Axle, iron.....	3	
			Axle, wooden.....	2	
			Bacon, loose or in bags	2	
			Bacon, loose, car loads.....	4	
			Bacon, packed.....	4	
			Bagging.....	2	
			Bags, in bales or bundles...	2	
			Baking powders	2	
			Baking powders, 100 boxes or more.....	3	
			Balance wheels, 8 ft. or less in diameter	1	
			Bandboxes.....	D 1	
			Bandboxes, boxed.....	1½	
			Barilla.....	8	
			Bark-mills.....	2	
			Bark, tanners'.....	3	
			Bark, tanners', in car loads	Class C	

Classification of freights— Continued.	Barley, pearl.....	3		Broom corn, in bales.....	1
	Barrels, empty, in car loads	Class C		Car loads.....	4
	Barrels, empty.....	1		Broom corn presses.....	1½
	Beer bbls.....	2		Broom corn seed.....	2
	Half bbls.....	2		Brooms, in bales or b'ndles	1
	Quarter bbls.....	2		Broom handles.....	2
	Eighth bbls.....	2		Broom-handles, car loads...	Class A
	Baskets.....	D 1		Brushes, loose.....	D 1
	Baskets, car loads.....	Class A		Brushes, packed in boxes...	1
	Bath-brick.....	4		Buckets.....	1
	Bath-tubs.....	D 1		Burial-cases.....	1
	Batting.....	D 1		Burning fluid.....	1
	Bay rum.....	1		Burr blocks.....	4
	Beans, dry.....	3		Butchers' blocks.....	2
	Beans, dry, car load.....	4		Butter, in crocks.....	1
	Beans, castor.....	3		Butter, in kegs or boxes...	2
	Beans, castor, car loads.....	4		Butter, 10,000 lbs. or over...	3
	Bed-cord, in bundles.....	1			
	Bed-springs, in bundles.....	1		Cabinet ware—see furniture	
	Bedsteads, rough.....	2		Cabinet organs.....	1
	Bedsteads, finished, in pie-			Calssons.....	2
	ces.....	1		Cable chain.....	4
	Beef, car loads.....	Class C		Camphene, in wood.....	1½
	Beef, packed.....	4		Candles.....	2
	Beef, dried, loose.....	2		Candles, 2,000 lbs. or more...	4
	Bee-hives.....	D 1		Canvas.....	1
	Beer, car loads.....	Class A		Canvas, roofing.....	2
	Beer, same as ale.....			Canes.....	1
	Beeswax.....	2		Cane-mills.....	2
	Bells.....	2		Cannon.....	2
	Bellows.....	1		Cannon, on wheels, or if	
	Belting, rubber or leather.....	2		flat car required.....	Class A
	Benzole, same as coal oil.....			Candy.....	1
	Benzine, same as coal oil.....			Canned goods.....	2
	Berries, except cranberries	1		Canned goods, 100 boxes or	
	Bird-cages, boxed.....	D 1		over.....	3
	Bitters, in glass, boxed.....	1		Caps in boxes, strapped....	1
	100 boxes or over.....	2		Caps in boxes, not strapped	1½
	Black lead, in barrels or			Caps in trunks.....	1½
	boxes.....	3		Carboys and contents.....	D 1
	Blacking, shoe.....	3		Carboys, empty.....	1
	Bleaching salts or powders	4		Carboys, empty, car-loads...	Class A
	Blankets.....	1		Cards.....	1
	Blue vitrol.....	2		Card-board.....	2
	Blinds.....	1		Carpets and carpeting.....	1
	Boats.....	D 1		Carpet-hemp.....	1
	Boats, when flat car requir'd	Class A		Carpet-lining.....	1
	Boiler-flues.....	2		Carpenters' tools.....	1
	Boilers 30 ft. long or over...	1½		Carriages and sleighs, not	
	Less than 30 feet.....	1		boxed.....	1½
	Boiler felting.....	1		Carriages, well boxed.....	D 1
	Boiler-plates.....	4		Carriage springs, boxes, and	
	Bonnets, boxed.....	D 1		axles.....	2
	Books.....	1		Car-springs, rubber.....	2
	Boots and shoes, boxed and			Car-springs, volute, boxed...	4
	strapped.....	1		Car-wheels and axles.....	4
	Boots & shoes, not strapped	1½		Car-wheels and axles, car	
	Boots & shoes in trunks.....	1½		loads.....	Class C
	Borax.....	2		Carts in pieces.....	1
	Bottles, in boxes.....	2		Casks, large, empty.....	1½
	Bottles, in casks.....	3		Cassia.....	1
	Boxes, empty.....	1		Cast iron grain-mills.....	2
	Boxes, empty, car load.....	Class A		Castor oil, in glass.....	1
	Bran, see mill-stuffs.....			Castor oil, in wood.....	3
	B ass, in sheets, rods, and			Caldron-kettles.....	2
	rivets.....	2		Cedar posts, less than car	
	Brass vessels.....	2		loads, same as lumber.....	
	Brass castings.....	2		Cedar posts, car loads, same	
	Brass, scrap.....	2		as lumber.....	
	Bread.....	1		Cement, less than 25 bbls...	4
	Bread, in car load.....	4		Cement, 25 bbls. or more,	
	Brick.....	4		see table of rates.....	
	Brick, common, in car			Chain, in casks.....	4
	loads.....	Class C		Chain, loose, except cable...	2
	Brick, fire.....	4		Chain, loose, cable.....	4
	Brick, fire, in car loads.....	Class C		Chain-pumps and fixtures...	1
	Brick for stove-linings,			Chair stuff, in rough.....	2
	loose.....	1		Chair stuff in rough, car	
	Brick for stove-linings, in			loads.....	Class A
	boxes or bbls.....	4		Chairs, finished, three times	
	Brimstone, in boxes or k'gs	2		first class.....	
	Brimstone, in bbls. or hhds	4		Chairs, set up.....	D 1
	Britannia ware.....	1			

		Classification of freights— Continued.	
Chairs, wooden, knocked down in bundles.....	1	Cotton, in bales.....	1
Chalk.....	4	Cotton goods, domestic.....	1
Charcoal.....	1	Covers and sieves.....	1
Charcoal, car loads.....	Class C	Crackers in bbls. or boxes..	1
Cheese, in boxes or casks..	2	Crackers, 10 bbls. or more..	3
Cheese, 50 pks. or over.....	3	Crackers, 50 bbls. or more..	4
Cheese, in car loads.....	4	Cranberries.....	2
Cheese, loose.....	D 1	Cranberries, car-load.....	4
Cheese-presses.....	1	Cream tartar.....	2
Cheese-saws.....	D 1	Crockery, in bbls. or boxes..	2
Chicory.....	3	Crockery, in crates or hhds..	4
Chicken coops, empty.....	D 1	Croquet sets in boxes.....	1
China ware.....	1	Crowbars.....	4
Chocolate.....	2	Crucibles.....	1
Churns, wood.....	1	Cultivators, see agricultur- al implements.	
Cider.....	3	Currants, dried—see dried fruit.	
Cider, in car loads.....	Class A	Curants, not dried.....	1
Cider-mills.....	1	Cutlery.....	1
Cider-presses.....	1		
Cigars, boxed and strapped	D 1	Dates.....	1
Cisterns, wood.....	D 1	Deck or vault lights.....	3
Clay.....	4	Deer skins, pressed, in bales.....	1
Clocks and weights.....	1	Deer skins, in bundles.....	D 1
Clothing, in trunks.....	1	Demijohns.....	D 1
Cloth[es]-pins, boxed.....	1	Ditching machine.....	1
Cloth[es]-wringers, not bxd	D 1	Domestic sheeting, shirt- ing, ticking, and denims, in original bales.....	1
Clover-seed.....	2	Door and window frames, small lots.....	1
Clover-seed, car loads.....	4	Door and window frames, car-loads.....	Class A
Coal, hard or soft, less than car load.....	4	Doors.....	2
Coal, hard, car loads.....	Class C	Doors, car loads.....	Class A
Coal, soft, in car loads, see table of rates.		Dried fruit.....	2
Coal, hard, in quantities of 5 cars or upward.....	Class C	Drain-tile.....	2
Coke, car load.....	Class C	Drain-tile, in car-loads.....	Class B
Coke, 5 cars or upward, soft coal rates.		Drag-teeth, in bbls. or bxs.,	4
Coal-tar, in car loads.....	Class C	Druggists' stock.....	1
Coal-tar, less than car load.	4	Drugs and medicines.....	1
Coal-oil, in wood.....	2	Dry goods, in bxs or bales..	1
Coal-oil, 50 bbls. or more...	4	Dry goods, in trunks.....	1½
Cob-mills.....	2	Duck.....	1
Cocoa.....	2	Dyestuffs, not otherwise specified.....	2
Cocoanuts, in boxes, bbls., or casks.....	2	Dye-woods.....	2
Cocoanuts, in bags.....	1		
Cocoa matting.....	1	Earth closets.....	2
Codfish, in casks or boxes..	4	Earthen or stone ware, in crates or hhds.....	4
Codfish, in bundles.....	3	Earthen and stone ware... car loads.....	1 Class A
Coffee, ground.....	3	Eaves-troughs, wooden.....	2
Coffee, in sacks.....	4	Earth paints.....	4
Coffee essence or extract, in boxes.....	2	Eggs, in baskets and boxes	1
Coffee-mills, boxed.....	2	Eggs, packed.....	2
Cottins, metallic or wood....	1	Eggs, car loads.....	4
Collars, horse.....	1	Egg cases, car loads.....	Class A
Composition for roofing.....	4	Less quantities.....	1
Composition for roofing, car loads.....	Class B	Emery.....	2
Concentrated lye.....	3	Engines, steam, set up.....	1
Condensed milk, coffee, and meats.....	1	Epsom salts.....	2
Condensed milk, coffee, and meats, 100 boxes or more	3	Evaporators.....	D 1
Confectionery.....	1	Extracts not otherwise enu- merated.....	1
Cooperage, car loads.....	Class B	Excelsior, in bales.....	2
Copper vessels.....	2	Excelsior, car loads.....	4
Copperas.....	1		
Copper bottoms.....	2	Fans, palm-leaf.....	1
Copper plates, sheets, bolts, pig, wire, nails and rods..	2	Facing, iron, coal, or stove	3
Copying presses.....	1	Fanning mills—see ag'l im- plements.	
Cordage in bundles.....	1	Farina.....	2
Corks.....	1	Feathers, in bgs.....	D 1
Corn-husks—same as hay.		Felt, for roofing.....	4
Corn planters—see agricul- tural implements.		Felt, for roofing, car loads..	Class A
Corn meal—see flour.		Felloes, sawed rough.....	2
Corn-shellers.....	1	Felloes, wagon, car loads...	Class A
Cornstalk cutters.....	1	Flgs, in boxes or cases.....	2
Cotton waste.....	1		

REPORT OF RAILROAD COMMISSIONERS.

Classification of freights— Continued.				
Figs, in drums	1		GOVERNMENT SUPPLIES.	
Fire arms	1		Ammunition, fixed	3
Fire-clay, in boxes, barrels or casks	4		Ordnance stores	2
Fire-clay, car loads	Class C		Quartermaster's stores not otherwise specified	2
Fire crack'rs and fire-works	D 1		Cannon on wheels	Class A
Fish, dried, pickled, or salted, except herrings	4		Subsistence stores not otherwise specified	3
Fish, fresh	1		Tents and poles, picket and tent pins	2
Fish, fresh, car loads	4			
Fishing rods	D 1		Grain in lots of 18,000 lbs. and over, see table of rates.	
Flat-irons, in boxes or bbls.	4		Grain in lots of less than 18,000 lbs., provided the amount does not exceed charges on 18,000 lbs.	4
Flax	1		Grain cradles—see agricultural implements.	
Flax, 1,400 pounds or over...	4		Grapes in kegs or boxes	1
Flax-seed, 18,000 pounds or over, same as wheat.			Grass seed, except clover...	4
Flax-seed, less than 18,000 pounds	4		Grass seed, except clover, in car loads, same as wheat.	
Flour, 100 pounds or over—see table of rates.			Grease, same as lard.	
Flour, 50 bbls. and less than 100 bbls, 10 per cent more than table of rates for 100 barrels.			Grate castings—see stoves.	
Flour, less than 50 bbls.	4		Gravestones	1
Flour in sacks, 2,000 lbs and over	3		Grindstones	4
Flour in sacks, car loads, 20,000 lbs, same as barrels.			Grindstones, car load	Class B
Flour in sacks, less than 2,000 lbs	2		Groceries assorted, not otherwise specified	2
Forks, hay and manure	2		Guano	3
Fork handles	2		Gum copal	2
Fowls, alive, in crates and coops	D 1		Gum, camphor and chewing	1
Fowls, alive, in crates and coops, car loads	Class A		Gum shellac, in original pkgs	2
Fruits, dried	2		Gunny bags in bales	4
Fruits, canned	2		Gunpowder—see powder.	
Fruits, canned, 100 boxes or more	3		Gutta percha goods	1
Fruits, green, of all kinds	1			
Furniture, school	1		Hair in sacks	1
Furniture, set up	D 1		Hair, pressed, in bales or rope	2
Furniture in car loads	Class A		Hair, pressed, in car loads.	4
Knocked down, or unfinished	1		Hams and shoulders, loose.	2
Set up and boxed	D 1		Hams and shoulders, loose in car loads	4
Furs	D 1		Hams and shoulders, packed	4
Fuse, safety and other	D 1		Handles of wood, ax, broom, pick, and fork, car loads	Class A
			Harness	1
Galvanized iron cornice, etc	D 1		Hardware, not otherwise specified	2
Galvanized iron cornice, car load	Class A		Harrows	1½
Gambia	3		Harrow teeth	2
Game	1		Harrow teeth, in bbls. and bxs	4
Garden seeds	1		Hats in boxes, strapped	1
Garden seeds, car load.	4		Hats, in bxs., not strapped.	1½
Garden roots—see potatoes.			Hats in trunks	1½
Gas fixtures, bxs., bbls. or cks	1		Hay presses, knocked down	1
Gas pipe	4		Hay presses set up, car load	Class A
Gas retorts, iron	4		Hay, pressed, in car loads .	Class C
Gas retorts, clay	2		Hay, pressed, less than car load	1
Gas meters	D 1		Hay cutters	1½
Ginseng	1		Hay knives	1
Ginger	2		Hedge plants	1
Glassware	1		Hemp machines	2
Glass—see window glass.			Hemp	1
Glass, broken scraps, boxes, bbls., or casks	4		Hemp, car loads, 14,000 lbs .	4
Glue	2		Herrings in boxes or kegs..	2
			Hides, dry, loose	1
			Hides, pressed, in bales	2
			Hides, car loads, loose or in bales	Class A
			Hides, green, 1,000 lbs. or more	3

Hides, green, under 1,000 lbs.....	2	Joiners' work, not otherwise specified	1	Classification of freights—Continued.
Hides, green, car load	4	Junk and jute.....	3	
Highwines.....	2			
Highwines, 200 bbls. or more	4	Kerosene, in wood (see coal oil).		
Hinges and hooks.....	2	Kerosene, in tin, boxed.....	1	
Hobby horses	D 1	Kitchen safes, set up.....	D 1	
Hobby horses, knocked down and boxed.....	1	Kitchen safes, knocked down, in bbls.....	1	
Hoes	2	Knitting machines.....	1½	
Hogs, dressed.....	2	Kraut	4	
In car loads, 18,000 lbs.	4	Kraut, car loads.....	Class C	
Hogsheads	1			
Hollow ware	1	Ladders	D 1	
Hominy.....	2	Lampblack	1	
Honey	1	Lamps well packed	1	
Hoop[s], shaved, car loads, not exceeding 10 tons.....	Class B	Lanterns.....	1	
Less than car load.....	4	Lard in boxes or bbls	4	
Hoop poles, car load, not to exceed 10 tons	Class C	Lard, in stoneware.....	2	
Less than car load	4	Lard tank.....	D 1	
Hoops and hoop poles loaded together, car load	Class B	Lath—see lumber.		
Hoofs and horns.....	2	Lasts	2	
Hoofs and horns, car load.....	Class C	Lead, pig	4	
Hops.....	2	Lead pig, car loads	Class C	
Horse rakes knocked down	1	Lead, in bar, pipe, or sheet	2	
Horseshoes	4	Lead in bar, pipe, or sheet, in casks.....	4	
Horse collars	1	Leather, except loose.....	2	
Hose, leather, rubber, canvas, or other.....	2	Leather, loose	1	
Household goods, well b'x'd	1	Lemons and oranges.....	1	
Household goods, car loads.....	Class A	Licorice	2	
Hubs, wagon, car loads	Class A	Lightning rods in bundles.	3	
Husks, corn, in bales, car loads.....	Class C	Lime, in car loads.	Class C	
Husks, less than car loads..	1	Lime, less than car load.....	4	
		Liquor or liquids, in glass.	1	
Ice	1	Liquors, in wood	1	
Ice, car loads.....	Class C	Liquids, in cans or jugs, packed in kegs or boxes	1	
India rubber goods, not otherwise specified.....	1	Litharge	1	
Indigo.....	1	Livestock, in car loads—see table of rates.		
Ink, in glass or stone.....	1	Less than car loads, one horse, mule, or horned animal	D 1	
Ink, printing or other, in wood	2	Two animals	1½	
Iron, bar, band or boiler....	4	Three or more animals, not to exceed car load rate for cattle.....	1	
Iron bolts and washers.....	4	Stallions or jacks.....	D 1	
Iron nuts, bolts and washers, car loads	Class A	Less than car load, calves, sheep, not to exceed car load rates for sheep.	1½	
Iron axles, wagon, car loads.....	Class A	Hogs, less than car load, actual weight, not to exceed car load rates for cattle.....	1½	
Iron castings, in boxes or casks	4	Locomotive tire	4	
Iron castings, not otherwise specified:		Logwood extract	1	
Light and loose.....	1	Looking-glasses, boxed.....	D 1	
Heavy and plain	4	Lounges.....	D 1	
Heavy and plain, car loads.....	Class C	Lounge frames, in rough....	1	
Iron facings.....	3	Looms	D 1	
Iron, hoop or sheet, except Russia.....	4	Lumber, car load—see table of rates.		
Iron, Russia.....	2	Saw logs, same as lumber.		
Iron, galvanized, except cornice.....	2	Lumber, less than car load, but not exceeding car rate.....	3	
Iron, nuts and rivets.....	4			
Iron ore	4	Maccaroni	1	
Iron ore, car loads.....	Class C	Machinery, car loads, not otherwise specified	Class A	
Iron pipe, gas and water....	4	Machinery, in frame....	1½	
Iron railing	2	Machinery not set up.....	1	
Iron roofing, in boxes	4	Machinery, less than car load, boxed.....	2	
Iron safes	2	Madder.....	2	
Iron, scrap, in car loads, bulk, or bbls.....	Class C	Malt	4	
Iron scrap, in bbls, or boxes less than car load	4	Malt, in car loads—same as wheat.		
Iron shutters.....	3	Manilla	3	
Iron water wheel.....	2			
Isinglass.....	1			
Ivory and ivory black.....	1			
Jack screws.....	3			
Japanned ware.....	1			

Classification of freights— Continued.	Marble in blocks and slabs, rough.....	4	Onions, in sacks or bbls.....	8
	Marble, wrought and let- tered.....	1	Onions in car loads, same as potatoes.....	1
	Marble, blocks or slabs, car loads.....	Class A	Oranges and lemons.....	1
	Marble dust.....	4	Organs--see cabinet organs.	
	Marbles, in bxs., bbls. or casks.....	4	Ordinance stores--see gov- ernment supplies.....	1
	Master wheels.....	2	Osage orange seed.....	1
	Matches.....	1	Osage orange plants, less than car load.....	1
	Mats and rugs.....	1	Osage plants, in car load....	Class A
	Matting.....	1	Oxbows and yokes.....	2
	Mattresses.....	D 1	Oysters and clams, in shell.	1
	Mattresses, woven wire.....	1	Oysters and clams, in cans fresh.....	1
	Meal--same as flour.....			
	Measures, tubs and pails...	1	Packing rubber.....	2
	Meats, fresh.....	1	Pails.....	1
	Meats, salted or dried, in bags.....	2	Paintings and pictures, boxed.....	D 1
	Meats, salted or dried, in boxes, bbls. or casks.....	4	Paints, in boxes and cans, not otherwise specified....	2
	Medicines.....	1	Paints, white lead and zinc, dry or in oil, in cans or kegs.....	4
	Melodeons, boxed.....	1	Paints in bbls.....	4
	Melons.....	1	Palm leaves, in bales.....	1
	Melons, car loads.....	Class A	Paper hangings, in boxes...	2
	Millstones.....	8	Paper hangings, not boxed.	1
	Mill stuffs, car loads--see table of rates.....		Paper in boxes.....	1
	Mill stuffs, in bags less than car loads.....	4	Paper, printing and wrap- ping.....	2
	Mill, grain and cane, cob and bark.....	2	Paper, printing and wrap- ping, in car loads.....	Class A
	Mills, portable, (burrstone)	2	Paris white, in bbls--see plaster.....	
	Millinery goods.....	1	Pasteboard.....	2
	Mineral water.....	4	Patent medicine.....	1
	Molasses.....	1	Patterns.....	1½
	Moss, in sacks.....	2	Peaches, dried.....	2
	Moss, pressed in bales.....	2	Peaches, dried, 50 bbls.....	4
	Mop handles and sticks.....	2	Peaches, green.....	1
	Moldings and picture frames, boxed.....	1½	Pearlash.....	4
	Moldings and picture frames, not boxed.....	D 1	Peas in casks, dried.....	3
	Moldings, common build- ing.....	2	Peas, green.....	1
	Moldings, car loads.....	Class A	Pelts and Peltries, other than sheep.....	1
	Musical instruments, not otherwise specified.....	D 1	Pepper sauce.....	1
	Mustard.....	2	Pepper.....	2
	Mustard seed.....	2	Percussion caps.....	1
	Muskets.....	1	Phosphate of lime, in bbls. or boxes.....	4
			Pianos.....	1
	Nails and Ticks, [tacks] in boxes.....	3	Pickets, wood, same as lumber.....	
	Nails, spikes, in kegs.....	4	Pickles, in casks.....	3
	Nails, spikes, in car loads...	Class B	Pickles, in casks, car load..	4
	Nails, in bags.....	2	Pickles, in glass.....	1
	Nail rods.....	4	Pickles, 100 boxes or over...	2
	Naphtha.....	1	Picture frames--see mold- ings.....	
	Neck yokes, turned and finished.....	2	Pigs' feet, pickled.....	3
	Nuts, edibles, in boxes or casks.....	2	Pigs' feet, car load.....	Class-
	Nuts, in sacks.....	1	Pine-apples.....	1
	Nuts and washers, iron.....	4	Pipes, smoking.....	2
	Nutmegs.....	1	Pitch.....	4
			Plaster, 25 bbls. or more, see table of rates.....	
	Oakum, in bales.....	2	Plaster, less than 25 bbls....	4
	Ocher, earth paints.....	4	Plaster of paris.....	4
	Oars.....	1	Plaster of paris ornaments.	D 1
	Oat-meal.....	2	Plate glass.....	D 1
	Oil-cake.....	4	Plow steel.....	2
	Oil-cake, car loads same as wheat.....		Plows--see agricultural im- plements.....	
	Oil cloth.....	2	Plow castings.....	4
	Oil, lard, whale, linseed and castor, in wood.....	3	Plow beams and handles, wood.....	3
	Oil, other than coal oil, in car loads.....	4	Plow beams, iron.....	4
	Oil, coal, car loads.....	Class B	Plumbago.....	4
	Oil, in glass.....	1	Plumber's materials.....	2
	Oil, in wood jacket cans.....	1	Pop corn, on ear, in bbls. or boxes.....	3

APPENDIX.

CXXIX

Porcelain ware.....	1	Sand, less than car loads (not to exceed car load rates).....	4
Porter and ale, in glass, packed	1	Sandpaper	2
Pork, packed	4	Sardines	2
Posts—same as lumber.		Sash, window.....	1
Potash	4	Sash, glazed	1
Potatoes in sacks or bbls. less than car loads	4	Sash, doors, blinds, window and door frames, in car loads.....	Class A
Potatoes in car loads—same as wheat.		Sash weights, iron.....	8
Potatoes, sweet.....	1	Saurkraut.....	4
Potatoes, sweet, 50 bbls. or over.....	4	Saws.....	Class C
Poultry, dressed.....	1	Sawdust, car loads	Class C
Poultry, alive, in coops.....	D 1	Saw logs—see lumber.	
Poultry, car loads.....	Class A	Scales and scale beams, boxed	2
Powder.....	D 1	Scales and scale beams, not boxed.	D 1
Powder, 10,000 lbs. or over...	1	Scales and scale beams, in car loads	Class A
Preserves, in glass or cans...	1	School slates, boxed.....	2
Preserves, 100 boxes or more.....	2	Screws, iron	2
Printing presses	1	Screws, wood	1
Prunes, in casks or boxes...	2	Scythes	2
Pumice stones	3	Scythe snaths	1
Pumps, iron	1	Scythe stones	3
Pumps, wooden	2	Seed drills—see agricultu- ral implements.	
Pumps in car loads	Class A	Seeds not otherwise speci- fied	2
Pump tubing, wood.	2	Sewing machines, knocked down, boxed.....	1
Pump tubing, wood, in car loads	Class A	Sewing machines, set up, boxed	1½
Putty.....	3	Sheep pelts, dry.....	1
Quicksilver, in iron flasks...	1	Sheep pelts, green, 1,000 lbs or over	3
Quinces.....	1	Sheep pelts, green, less than 1,000 lbs	2
Quartermaster's stores— see government supplies.		Shellac	2
Rags, in sacks.....	1	Shingle and stave bolts, in car loads, same as lumber.	
Rags, pressed in bales	3	Shingle and stave bolts, less than car loads.....	4
Rags, in bales, car loads.....	4	Shingles—see lumber.	
Raisins, not strapped.	1	Shingle machines	1
Raisins, strapped.....	2	Shipstuff, same as mill feed.	
Raisins, strapped, car loads	4	Shoe blacking.....	3
Rakes	1	Shoe findings.....	1
Rattan	1	Shoe pegs	1
Refrigerators	1	Shoe nails, in boxes	2
Refrigerators, car loads	Class A	Shorts, same as mill stuffs.	
Resin	4	Shovels and spades.....	2
Reorts, clay.....	2	Shot, in kegs, boxes, or gunnies	4
Retorts, iron.	4	Shot in bags.....	1
Rice, in bags.....	2	Show cases.....	D 1
Rice, in tierces and barrels	4	Sieves	1
Rigging.....	4	Sizing.....	1
Rivets, brass and copper....	2	Skins not otherwise speci- fied, in bales	1
Rivets, iron.....	3	Slate, school, boxed.....	2
Road scrapers	1	Slate, roofing	4
Roofing paper	4	Slate, roofing, in car loads..	Class B
Roofing paper, car loads.....	Class A	Sleighs, boxed.	D 1
Roofs.....	1	Sleighs not boxed, see car- riages.	
Rope, in coils.	4	Sleighs and sleds, chil- drens'	D 1
Rubber car springs	2	Sleigh shoes	2
Rubber packing, hose, and belting	2	Smut machines	1
Rugs and mats	1	Snuff.....	1
Sacks, rag or wool	2	Soap, common	4
Saddlery hardware	2	Soap, common, car loads..	Class A
Saddles	1	Soap, fancy.....	2
Saddle-trees	1	Soap stone, slabs, boxed....	4
Sad irons, in boxes or bbls.	4	Soap stone dust, boxed.	4
Safes, milk, meat, or bread.	D 1	Soda.....	4
Safes, iron	2	Soda ash.....	4
Sago.....	1	Soda ash, car loads	Class C
Saleratus	4	Soda fountains	D 1
Salt, in sacks or boxes.....	4	Sodawater in glass, packed	1
Salt, less than 25 bbls.	4		
Salt 25 bbls. or over—see table of rates.			
Salt, car loads, 70 bbls.....	Class C		
Salts, Epsom and Glauber...	1		
Salt peter	4		
Sand, car loads.....	Class C		

REPORT OF RAILROAD COMMISSIONERS.

Classification of freights—Continued.	Sofas, same as lounges.		Tinware, boxed	1
	Solder	2	Tin cans, in wooden jackets	1
	Sorghum sugar mills.....	4	Tinware, loose.....	D 1
	Sorghum syrup.....	4	Tire shrinkers	1
	Spades	2	Tobacco, cut in barrels or boxes.....	1
	Spelter.....	2	Tobacco, cut in pails.....	D 1
	Spelter, car loads.....	4	Tobacco, cut in pails, strapped with iron or in boxes	1
	Spices	2	Tobacco, plug, in caddies, three or more strapped together	3
	Spinning wheels.....	D 1	Tobacco, in caddies, not strapped.....	1
	Spoke drives	1½	Tobacco, unmanufactured, in bbls, boxes or bales....	4
	Spokes, wagon, car load.....	Class A	Tow.....	1
	Sponges.....	D 1	Tow, car loads.....	4
	Spring bed frames.....	D 1	Tool chests	1
	Stained glass.....	D 1	Toys, boxed.....	D 1
	Stalk cutters	1	Travelling bags	1
	Staples in kegs.....	4	Trays	1
	Staves and heading less than car loads.....	4	Trees and shrubbery, in car loads.....	Class A
	Staves and heading in car loads	Class B	Trees and shrubbery, in bales.....	D 1
	Stationery.....	2	Trees and shrubbery, in boxes	1
	Starch.....	3	Tripe.....	2
	Starch, car loads	4	Trunks, empty.....	D 1
	Steam boilers—see boilers..		Tubs, in nests.....	1
	Steam fire engines	Class A	Tubs, not in nests.....	D 1
	Single machine, half car rate.		Turned stuff	2
	Steel	2	Turnips—same as potatoes.	1
	Steel springs, car.....	2	Turpentine, spirits	1
	Steel plow wings.....	2	Turpentine, spirits, car loads	4
	Still, copper or iron.....	1	Twine, in bales.....	1
	Straw goods	1	Type.....	2
	Stone in block dressed in car loads.....	Class C	Type cases.....	1
	Stone, less than car load (not to exceed car load rates).....	4	Umbrellas, boxed.....	1
	Stone, less than 18,000 lbs..	4	Valises.....	D 1
	Stone, rough	Class C	Varnish.....	1
	Stone ware, car loads	Class A	Varnish, black.....	4
	Stone-ware, less quantities, see earthenware.		Vegetables, not otherwise specified	1
	Stove blacking and polish..	2	Veal	1
	Stovepipe.....	1½	Venison	1
	Stoveplate	D 1	Veneering, boxed.....	2
	Stoves	1½	Veneering, not boxed.....	1
	Stoves and stove fixtures, car loads.....	Class A	Vermicelli.....	1
	Stoves and stove furniture, 10,000 lbs. or over	4	Vices	2
	Stucco, same as plaster.		Vinegar.....	3
	Straw, dressed, in bales, same as hay.		Vinegar, in car loads.....	Class A
	Subsistence stores, see government supplies.		Vitrol, oil of.	D 1
	Sugar, except maple	4	Wadding	D 1
	Sugar in bags	2	Wagon axles, iron	3
	Sugar, maple	2	Wagon felloes, bows, spokes and hubs.....	2
	Sugar evaporators.....	D 1	Wagon felloes, bows, spokes and hubs, in car loads ..	Class A
	Sugar kettles.....	2	Wagons, com'on, car loads ..	Class A
	Sumac.....	3	Wagons on wheels—see carriages.	
	Sulphur in boxes, bbls., and kegs	2	Wagons, com'on, in pieces ..	1
	Syrup.....	4	Wagons, children's.....	D 1
	Tallow	3	Wagons, children's, knocked down and boxed.....	1
	Tallow, car loads	4	Wagon skeins and boxes...	2
	Tar, except coal.....	4	Wagon skeins and boxes, car loads.....	Class A
	Tea.....	1	Warps and beams	1
	Teasels.....	D 1	Washing machines	1½
	Terra cotta ornaments	1	Washing machines, car loads.....	Class A
	Terra cotta ornaments, car loads.....	4	Washboards.....	2
	Terra Japonica.....	3	Washboards, zinc lined, 25 dozen or over.	3
	Telegraph poles.....	Class C	Water lime, same as cem't ..	2
	Thread	1	Wax.....	
	Tents and fixtures.....	1		
	Tete-a-tetes—see lounges.			
	Threshing machines—see agricultural implements.			
	Tile, drain.....	2		
	Tile, drain, in car loads....	Class B		
	Tin foil.....	1		
	Tin plate.....	4		

Weights, metal not otherwise specified.....	2	Wood, fuel, in car loads....	Class D	Classification
Whalebone.....	1	Wood, in shape, unfinished	2	of freights—
Wheelbarrows	D 1	Wood, in shape, car loads...	Class A	Concluded.
Wheelbarrows, knocked down.....	1	Wooden handles—see handles of wood.		
Whips.....	1	Wooden ware.....	1	
Whisky	1	Wooden ware, boxed.....	2	
Whisky, 20 barrels or more	3	Wooden ware, car loads	Class A	
White lead—see paints.		Woods of value, viz.: mahogany, rosewo'd, lignum vitæ, cherry, cedar, walnut, etc.....	3	
Whiting.....	4	In car loads.	Class B	
Wicking.....	D 1	Woolen goods.....	1	
Willow cuttings, in boxes..	2	Wool.....	1	
Willow cuttings, in bales...	1	Wringing machines, boxed	1	
Willow reeds	2	Wringing machines, not boxed.....	D 1	
Willow ware.....	D 1			
Window frames.....	1			
Window frames, car loads..	Class A			
Window glass.....	2			
Window glass, car loads.....		Yarn, pressed in bales.....	1	
Windmills, in pieces.....	1	Yeast.	1	
Wine, in baskets or boxes..	1			
Wine, in bbls—see liquor, in wood.		Zinc paint—see paint.		
Wire cloth.....	1	Zinc sheet, in casks.....	4	
Wire rope	3	Zinc sheet, in car loads.....	Class A	
Wire, not otherwise specified.....	2	Zinc sheet or roll, not packed.. ..	2	
Wire, fence and telegraph..	4	Zinc, pigs or slabs.....	2	

Freight will be billed at the actual weight, unless otherwise directed in the classification; 20,000 pounds will be considered a car load, except in cases of light and bulky articles, *where* [when] the car load shall be limited by the capacity of the car.

SEC. 6. Every railroad corporation doing business in this state, shall prepare and keep posted in each of its freight and passenger offices, a copy of the foregoing classification of freights, together with a true copy of the schedule of rates of freight and passenger tariffs under which said road may be brought by the foregoing classification.

Corporations to post classification and schedule.

SEC. 7. It shall be the duty of each railroad corporation operating a railroad in this state, during the month of January, 1875, and each and every year thereafter, to make and return to the governor a statement of its gross receipts on its entire road within this state for the year preceding and ending with the 31st day of December. Said statement shall be sworn to by the president and superintendent of the road in this state, and shall contain a detailed statement of the entire receipts for transporting freight and passengers, and all other sources of income of the road. A failure to comply with the provisions of this section shall subject the corporation so failing, to a penalty of one hundred dollars per day, for each and every day after such report is due, until it is made; to be recovered in an action in the name of the state of Iowa, for the benefit of the school fund. If the executive council shall, on examination, be satisfied of the correctness of said return, it shall be their duty to classify the different railroads in this state as hereinbefore provided, and the governor, when there shall be any change in classification, shall issue a certificate to any corporation or corporations affected by such change, certifying to them the class to which they are respectively assigned. And any change of rates made by any railroad

To make annual statement of receipts to Governor.

How verified.

Penalty for failure to comply.

Executive Council to classify.

Governor to certify classification.

Rates to take effect when. corporation pursuant to any change of classification, shall take effect and be in force from and after the 4th day of July following such changes. The reports from the railroad corporations of this state for the year 1873, made pursuant to the provisions of section 1280 of the Code, shall determine the classification of each road for the year ending July 3d, 1875.

Duty of the Governor in prosecutions under this act.

SEC. 8. Where any prosecution or action for the violation of any of the provisions of this act in relation to the transportation of passengers or freight, shall be commenced, it shall be the duty of the governor when notified thereof, and requested by the person or persons commencing the prosecution or action, supported by a recommendation of at least twenty tax-payers of the county where the violation occurred, to employ suitable counsel, if he deem it necessary, to conduct or assist in conducting the same; and the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the treasury, for compensation of such counsel, and to pay any incidental expenses necessary to carry on said prosecution or action. Such compensation and incidental expenses shall be audited and allowed by the auditor of state on the certificate of the executive council, that services were actually performed, and such incidental expenses necessary, and that the sums in such certificates were reasonable for the service rendered. And when thus certified and allowed, it shall be paid by the treasurer of state out of said appropriation, less whatever amount may be allowed by the court or courts and included in the judgment as attorney's fees.

\$10,000 appropriated for counsel, &c.

Audit.

Allowance by court.

Roads operated by same company one road.

No discrimination between individuals.

Violation by agent of company a misdemeanor.

SEC. 9. All connecting railroads in this state, operated or controlled by the same person or company, under lease or otherwise, shall for the purposes of this act, in computing distances and determining rates and classes of roads, be regarded as one road.

SEC. 10. No railroad company shall charge any person, company, or corporation for the transportation of any property a greater sum than it shall at the same time charge and collect from any other person, company, or corporation for a like service, from same place and upon like conditions, and all concessions of rates, drawbacks, and contracts for special rates founded upon the demands of commerce and transportation shall be open to all persons, companies, and corporations alike.

SEC. 11. Any officer, agent, or employe of any railroad company, person, or corporation, operating a line of railroad within this state, who shall violate or be a party to the violation of any of the provisions of this act, or instrumental therein, shall be guilty of a misdemeanor, and shall, on conviction thereof, be punished for every such offense by fine not less than twenty dollars, nor more than one hundred dollars, or by imprisonment not less than five nor more than thirty days; or any such person, corporation, or railroad

company as aforesaid, who shall authorize, direct, cause, permit, or allow any violation of the provisions of this act by any officer, agent, or employe, such railroad company, person, or corporation shall forfeit and pay to the person injured five times the amount, compensation, or charge illegally taken or demanded, or five times the amount of damage caused as the case may be, to be recovered with a reasonable attorney's fee by such person in a civil action in any court or before a justice of the peace, as the case may be, of this state; and if an appeal be taken from the judgment or any part thereof, it shall be the duty of the appellate court to include in the judgment an additional reasonable attorney's fee for services in the appellate court or courts; and for every such violation such railroad company, person, or corporation shall forfeit and pay to the state of Iowa, for the use of the school fund, the sum of five hundred dollars, to be recovered in any civil action in the name of the state; and it is hereby made the duty of the attorney general of the state and of the several district-attorneys within their respective districts to sue for and recover all sums forfeited as aforesaid.

Damages for causing or permitting violation.

Allowance on appeal.

Penalty for causing or permitting violation.

Duty of attorney-general and district-attorneys.

SEC. 12. The terms "railroad corporation" and "railroad company," contained in this act, shall be deemed and taken to mean all corporations, companies, or individuals now owning, or which may hereafter own or operate any railroad, in whole or in part, in this state; and the provisions of this act shall apply to all persons, firms, and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this state (express companies and street railways excepted) the same as to railroad corporations hereinbefore mentioned.

Meaning of terms used.

Application of act.

SEC. 13. All acts or parts of acts inconsistent with this act are hereby repealed.

Repealing clause.

Approved, March 23, 1874.

CHAPTER 68.

RAILROADS, EXPRESS AND TELEGRAPH COMPANIES.

S. F. 254. AN ACT to Facilitate Business with Railroads, Express and Telegraph Companies. [Additional to Code, Chapter 5, Title X: "Of Railways."]

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That all railroads terminating in Iowa, shall establish and maintain at such terminus, general freight and passenger offices, (and express and telegraph offices, when operating an independent express or telegraph company,) at localities accessible and convenient to the public, and there keep for sale tickets over their respective roads, and in advertising, correctly set forth their true connections, starting or terminal points, time tables and freight tariffs, affording correct information to the business and traveling public.

SEC. 2. If any officer, agent, employe or lessee engaged in operating any railroad, express company or telegraph line, terminating in or operated within the state of Iowa, shall refuse or neglect to comply with any of the provisions or requirements of section one (1) of this act, he shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in a sum not exceeding five hundred dollars, and may be imprisoned not more than six months.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and Council Bluffs Nonpareil.

Approved, March 9, 1876.

I hereby certify that the foregoing act was published in *The Council Bluffs Daily Nonpareil* March 10, and in *The Iowa State Register* March 14, 1876.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 96.

M'GREGOR & MISSOURI RIVER RAILROAD COMPANY.

AN ACT Relating to the Lands heretofore Granted to the McGregor & Missouri River Railroad Company, Resuming said Lands, and Regranting the same upon new conditions to said Company, and Providing for Forfeiture thereof, and in case of such Forfeiture, for the Disposition to be made of said Lands.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That, whereas the McGregor & Sioux City Railway Company, now known as the McGregor & Missouri River Railway Company, has failed to comply with the conditions and provisions of the acts of the Twelfth General Assembly of the state of Iowa, approved March 31st, 1868, entitled an act making a grant of land to the McGregor & Sioux City Railway Company, now, therefore, all lands or rights to lands saving and excepting all those tracts and parcels lying within twenty miles on either side of the located or constructed line of the Sioux City & St. Paul Railroad Company, and within what is known as the "*overlapping* [overlapping] limits," heretofore granted or intended to be granted to the McGregor & Sioux City Railroad Company, be and the same are hereby absolutely and entirely resumed by the state of Iowa.

Falling to comply with chap. 58, 12th G. A.

The lands granted are hereby resumed.

SEC. 2. That all of said lands and rights to lands, be and are hereby granted to and conferred upon the McGregor & Missouri River Railway Company, upon the following express terms and conditions, viz: That the McGregor & Missouri River Railroad Company, then called the McGregor & Sioux City Railway Company, shall build and construct their railroad from Algona, in Kossuth county, to Emmetsburg, in Palo Alto county, and locate and establish their depot upon the depot grounds of said company, as shown by the town plat of Emmetsburg; thence to Spencer, in Clay county, and locate and establish their depot upon section 7, in township 96, range 36, on or before the 1st day of January, A. D., 1877, and that the said McGregor & Missouri River Railway Company shall build and construct their railroad thence on the most direct and practicable route to the point of connection, in O'Brien county, within half mile of Sheldon, with the Sioux City & St. Paul Railroad on or before the 1st day of December, A. D., 1877.

And granted to McGregor and Mo. River R. R. Co.

On conditions.

Provided, That federal legislation be had in 1876, by which the McGregor & Missouri River Railway Company is permitted to make its junction with the Sioux City & St. Paul Railroad west or southwest of Primghar, outside of O'Brien county; then in that event said McGregor & Missouri River railroad shall be constructed from Spencer to Primghar, and thence to such point of intersection with Sioux City & St.

Proviso: federal legislation.

Accepting these provisions, shall be subject to legislative regulations.

Paul railroad, as the McGregor & Missouri River Railroad Company may designate. And if federal legislation is had after 1876, then said McGregor & Missouri River Railway Company may intersect the Sioux City & St. Paul railroad at such point as the McGregor & Missouri River Railroad Company may determine. And, *provided further*, said railroad company or any other railroad company, accepting the provisions of this act, shall, at all times, be subject to such rules, regulations, and rates of tariff for the transportation of freights and passengers, as may from time to time be enacted and provided for by the General Assembly of the state of Iowa, and further subject to the conditions, limitations, restrictions and provisions contained in this act, and in the acts of Congress granting said lands to the state of Iowa, and the filing by any railroad company of the bond hereinafter provided, shall be taken and accepted as an acceptance by the company so filing, of the above proviso and each part thereof.

When R. R. Co. shall be entitled to patent.

SEC. 3. When the railroad shall be built and constructed to Spencer, in Clay county, then and thereupon the Governor of the state shall patent and transfer to said McGregor & Missouri River Railway Company, all the lands conveyed or appertaining to said grant lying east of said point and coterminous with the completed portion of said railroad; and when said railroad shall have been built and constructed to the point of connection in O'Brien county, with the Sioux City & St. Paul Railroad, then and thereupon the Governor of the state shall patent and transfer to said McGregor and Missouri River Railway Company all the remaining lands belonging to or embraced in said grant, appertaining to this line of railroad.

Proviso: shall first file bond.

Provided, That before any such patents shall issue, the said McGregor and Missouri River Railway Company, shall file with the secretary of state a good and sufficient bond, approved by the governor, in the sum of fifty thousand dollars, liquidated damages, within sixty days after the passage of this act, conditional upon the faithful performance of the provisions of this act, for the completion of said road to the point of connection in O'Brien county, with the Sioux City & St. Paul Railroad, within the time specified in section two of this act.

Proviso: lands shall revert to state on failure to construct road.

Provided further, That if said McGregor and Missouri River Railway Company shall fail to build and construct their railroad within the time specified in this act, then all lands belonging and appertaining to said grant undisposed of at the date of the passage of this act shall revert to the state of Iowa, and this provision shall be interpreted to mean all lands under said grant not patented to the said company at the date of the passage of this act, by reason of railroad already constructed.

SEC. 4. The said railroad shall be built upon and subject to all the terms and conditions named in the act of 1868

above cited, save in such respects as said terms and conditions are changed or amended by this act.

SEC. 5. Should the McGregor and Missouri River Railway Company fail to build and construct their railroad to Spencer, in Clay county, on or before the 1st of January, A. D., 1877, or fail to file the bonds required by this act within the time prescribed, then all lands belonging and appertaining to said grant undisposed of at the date of the passage of this act, shall revert to the state of Iowa, and this provision shall be interpreted to mean all lands under said grant not patented to the said company at the date of the passage of this act by reason of railroad already constructed; and any other railroad company first filing with the auditor of state, a good and sufficient bond in the sum of fifty thousand dollars, to be approved by the governor, and executive council, as provided in section three for a faithful performance of the provisions of this act, may be, by advice of the governor and consent of the executive council, substituted to all the rights and subject to all the provisions of this act, to the same extent as if the lands were conferred upon said company and named by this act; and said company shall have the same time as is provided by section two of this act for the building of the road. Said grant shall then enure to the benefit of the Iowa, Dakota and Black Hills Railroad Company, who shall have the right to file its bonds and accept said grant for thirty days thereafter, subject to the limitations and restrictions hereinbefore or hereinafter provided.

Terms on which road is to be built.

On failure of the McG & Mo. R. R. Co. to comply with this act, any other Co. may be substituted.

I. D. & B. H. R. Co.

SEC. 6. Nothing contained in this act shall be so construed as to effect or change the rights of the McGregor and Missouri River Railroad Company, or of the Sioux City and St. Paul Railroad Company, as now existing in relation to lands where their rights conflict, or overlap, nor shall this act in any manner affect either company in any pending litigation, and if the McGregor and Missouri River Railroad Company shall obtain right or title to any lands heretofore patented to the state for the benefit of the Sioux City and St. Paul Railroad Company, over which the last named company has constructed its road, then the McGregor and Missouri River Railroad Company shall, for the consideration of one dollar convey and release to the Sioux City and St. Paul Railroad Company a right of way over said lands on its present line, fifty feet in width on each side in ordinary cases, and in cases where cuts occur, such additional width as may be necessary for protection against drifting snow not exceeding one hundred and fifty feet in width on each side of said center line of track, and if any of said lands in dispute as to title shall be finally adjudged to the Sioux City and St. Paul Railroad Company, and be owned by it when the McGregor and Missouri River Railroad Company construct[s] its road or particularly designates its precise route or tract to a junction with said Sioux City road, then

Relating to the "overlapping limits."

Sec. 13, Tp. 99,
R. 42.

the last named company shall for the consideration of one dollar convey to the McGregor and Missouri River Railroad Company, a like right of way as above for its road. It is further made an express condition of this grant that should the McGregor and Missouri River Railway Company be finally adjudged to be the owner of section thirteen (13,) town ninety-nine (99,) range forty-two (42) which has been heretofore patented to the state, for the use of the Sioux City and St. Paul Railroad Company, it being the section of land on which Sibley is located, in Osceola county, on which large expenditures and expensive improvements have been made by the Sioux City and St. Paul Railroad Company, it shall be the duty of the McGregor and Missouri River Railway Company to permit the Sioux City and St. Paul Railroad Company to purchase said section at the price of two dollars and fifty cents per acre, and upon the tender of the purchase money therefor, the last named company shall be entitled to receive said land by a conveyance of all the title received by said McGregor and Missouri River Railway Company of the United States or from the state of Iowa, and the Sioux City and St. Paul Railroad Company shall thereupon confirm said plat of Sibley and complete the title of Osceola county to the ground given for the court house, and also confirm the title to all donations of lots heretofore made for school houses and church lots and fulfil and confirm all contracts made with individuals for the sale of lots in Sibley, and it is further provided that in case the McGregor and Missouri River railway *company* shall be constructed to a connection with the Sioux City and St. Paul railroad *company* at Sheldon, then the last named company in consideration of the foregoing beneficial privileges, shall donate right of way and suitable depot grounds in the village of Sheldon, to said McGregor and Missouri Railway Company.

Acceptance to
be deemed a
release.

SEC. 7. The acceptance of the provisions of this act shall be deemed a release by the company accepting the same of all claims to unpatented land, selected for and belonging to the original grant, which have been entered and occupied in good faith pursuant to the provisions of the pre-emption or homestead laws; and upon the making of final proof of occupation and improvement now required by law, and of good faith as aforesaid to the satisfaction of the register of the state land office, the governor is hereby authorized to execute a patent for such lands to the persons entitled thereto.

To take effect.

SEC. 8. This act being deemed of immediate importance, it shall be in force from and after its publication in the Iowa State Leader, and State Register, daily papers published in Des Moines, Iowa.

Approved, March 15, 1876.

I hereby certify that the foregoing act was published in the *Iowa State Leader*, March 22, and in the *Iowa State Register*, March 22, 1876.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 118.

RELATING TO THE RE-LOCATION OF RAILROADS.

[AN] ACT to Authorize the Re-location of Railroads.

H. F. 395.

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. Any railroad company desiring to change or remove the line of its road, after the same has been permanently located and constructed, may for that purpose file a petition in the district or circuit court in any one of the counties wherein the change or removal is proposed to be made, describing with convenient accuracy that portion of its line of road which said company seeks to have changed or removed, and asking the court to grant the right or authority to make such change or removal. To this suit all trustees, mortgagees, or other lien holders and all townships, cities and counties which have aided by taxation to build the road, must be made defendants by service of original notice, in the time and manner as provided by law for service of original notice.

R. R. Co. seeking to change shall file petition in district or circuit court.

Who shall be defendants.

SEC. 2. In addition to the foregoing notice, a public notice to all whom it may concern, of the time of filing such petition, and of the object thereof and of the term of court at which the application for authority to make the change will be made, and requiring all persons desiring the re-payment of money or the return of property, as in this act contemplated, to appear at such court and make good their claim therefor, must be published in a newspaper printed in each county, wherein the change is to be made, for a period of ten successive weeks before the term of court at which the application is to be made. The court may order any additional notice or publication that it may deem proper.

Notice.

SEC. 3. But no railroad company shall be allowed to change or remove the line of its road after its permanent location and construction, without re-paying to the proper parties all moneys, and restoring all property, or its value, which were given or donated to the company building the same, exclusively in consideration of the said railroads being located and constructed on such line, nor without first procuring the proper consent of all parties having liens upon said railroad; and also of any township, city or county

Before change can be made R. R. Co. must repay moneys and return property.

With consent of lien-holders.

that has by taxation or by the issuing of bonds contributed money to aid in the construction thereof; *provided*, that the consent of such township, city or county shall be necessary with reference only to the change to be made within its own territorial limits.

Court shall
make order.

SEC. 4. If the court is satisfied that due and proper notice has been given, and that the consent of the proper parties, as herein contemplated, has been duly obtained, it shall order and adjudge in favor of all persons who have appeared and established their claims thereto, the re-payment of all moneys, and the return of all property, or its value, which were given or donated to the company exclusively in consideration of the roads being located on the line from which it is proposed to make the removal, and shall declare and adjudge all persons not so appearing and establishing their claims as aforesaid, forever thereafter debarred and estopped from setting up or asserting the same. The court may, if the public interest demand it, make an order authorizing the railroad company to change or remove the location of its road, as asked for in the petition, but such order must be on the condition that all claims for the re-payment of money, or the return of property, which may be allowed by the court, as herein provided, shall be first paid or satisfied.

Effect of re-
moval on
liens, mort-
gages, etc.

SEC. 5. All mortgage liens or other incumbrances on the line of road which the company is authorized by the court to change, shall be and remain valid liens and incumbrances on the line of road to which the change is made, and shall take priority of all other liens and incumbrances upon such new line of road.

Township
trustees to ap-
pear for their
respective
townships.
Proviso.
To what roads
this shall ap-
ply.

SEC. 6. For the purpose of this act, the trustees of each township shall be served with notice, and shall be authorized to represent and act for their respective townships; *provided*, that no vested right of any person or persons, living on and along the line of any railroad removed under the provisions of this act, shall be defeated or affected by this act; *and provided, further*, that the provisions of this act shall apply only to such railroads as were constructed prior to the year one thousand eight hundred and sixty-six.

Cuts to be
filled and
banks leveled
upon remov-
al.

SEC. 7. That when any railroad company shall take up their track and re-locate the same under the provisions of this act, shall fill up the cuts and level down the banks, or cause the same to be done, within two years from the time of taking up such track.

Approved, March 15, 1876.

CHAPTER 123.

RELATING TO TAXES IN AID OF RAILROADS.

AN ACT to enable Township[s] and Incorporated Towns and S. F. 87 and 98.
Cities to Aid in the Construction of Railroads.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That it shall be lawful for any township, incorporated town or city to aid in the construction of any projected railroad in this state, as hereinafter provided.

Who may aid
in construc-
tion.

SEC. 2. Whenever a petition shall be presented to the council or trustees of any incorporated town or city, or trustees of any township, signed by a majority of the resident freehold tax-payers of such township, incorporated city or town, asking that the question of aiding in the construction of any railroad be submitted to the voters there-

Duty of trustees, or council on presentation of petition by a majority of tax-payers.

of, it shall be the duty of the trustees or council of such incorporated town or city, or trustees of such township, to immediately give notice of a special election, by publication in some newspaper published in the county, if any be published therein, and also by posting said notice in five public places in such township, incorporated city or town, at least twenty days before said election, which notice shall specify the time and place of holding said election, the line of railroad proposed to be aided, the rate per centum of tax to be levied, and whether the entire per centum voted is to be collected in one year, or one-half collected the first year and one-half the following year; and the amount of work upon said proposed railroad line required to be completed before said tax shall be paid to the railroad company, and where the same shall be performed, and to what point said road shall be fully completed and any other conditions which shall be performed before such tax shall become due, collectible and payable; and in no case shall such tax become due, collectible or payable until the road is fully completed to such point as mentioned in the notice. At such election the question of taxation shall be submitted, and if two thirds of the votes polled be "for taxation," then the recorder of the incorporated town, the city clerk, township clerk, or clerk of said election, shall forthwith certify to the county auditor the rate per centum of tax thus voted by such township, incorporated town or city, the year or years during which the same is to be collected and the time and terms upon which the same, when collected, is to be paid to the railroad company, under the conditions and stipulations in the said notice, together with an exact copy of the notice, under which such election was held; which said county auditor shall at once cause to be recorded in the office of the recorder of deeds of the county.

Notice to
specify.

Election:
questions to
be submitted.

Certificate.

Duty of board of supervisors. When such certificate shall have been made and recorded, the board of supervisors of the county shall at the time of levying the ordinary taxes next following, levy such taxes as are voted under the provisions of this act as shown by said certificate, and cause the same to be placed on the tax lists of the proper township, incorporated city or town, indicating in their order thereupon when and in what proportion the same are to be collected, and upon what conditions the same are to be paid to the railroad company, a certified copy of which said order shall accompany the tax-lists.

Collection of taxes. Said taxes shall be collected at the time or times specified in said order in the same manner, and be subject to the same penalties for non-payment after they are collectible as other taxes, or as may be stated in the petition asking said election.

Notice must conform to petition. SEC. 3. The stipulations and conditions contained in the said notices must conform to those set forth in the petition, as the same is presented to the trustees of the township or trustees or council of the incorporated city or town where the said taxes are proposed to be voted, and the aggregate amount of tax to be voted or levied under the provisions of this act in any township, incorporated town or city, shall not exceed five per centum of the assessed value of the property therein respectively.

Maximum per cent of tax. SEC. 4. The moneys collected under the provisions of this act shall be paid out by the county treasurer to the treasurer of the railroad company, for whom the same was voted, upon the orders of the president or managing director thereof, at any time after the trustees of such township, or trustees or council of such incorporated town or city voting such tax, or a majority of them shall have certified to the county treasurer that the conditions required of the railroad company and set forth in the notice for the special election at which the tax was voted have been complied with. And it is hereby made the duty of said township trustees, or trustees or council of such incorporated town or city, when the said conditions have been complied with sufficiently to entitle the said railroad company to the amount of such orders, or when the said conditions are fully complied with and performed on the part of the railroad company, to make such certificate.

Money to be paid out: how and when. SEC. 5. It shall be the duty of the county treasurer when required, in addition to a tax receipt to issue to each tax-payer, on his payment of taxes voted in aid of a railroad company under the provisions of this act, a certificate showing the amount of tax by him paid in aid of said railroad company, and when the same was paid, and he shall be entitled to charge and receive as compensation therefor, the sum of twenty-five cents for each certificate so by him issued.

Duty of trustees. Said certificates are hereby made assignable, and when presented by any person holding the legal title thereto to

County treasurers: duty of.

Certificate to tax-payers:

Assignable:

the president, managing director, treasurer, or secretary of the railroad company receiving the taxes paid as shown by said certificate, in amount showing the sum of one hundred dollars or more of taxes to have been paid for said railroad company, it shall be and is hereby made the duty of said railroad company to issue or cause to be issued to said person the amount of stock covered by said certificate or certificates, and if the taxes paid as shown by said certificate or certificates amount in the aggregate to more or less than any certain number of shares of said stock, then the holder aforesaid of such certificate or certificates shall be entitled to receive of said stock the number of shares next greater than the amount covered by said certificates, upon making up the deficiency in money or tendering the same with the said certificates, the said stock to be estimated for the purposes hereof at its par value.

And R. R. Co.
shall issue
shares of stock
for same.

SEC. 6. The board of directors of any railroad company receiving taxes voted in aid thereof under the provisions of this act or those members thereof or either of them, who shall vote to bond, mortgage, or in any manner encumber said road to an amount, if the same be a railroad of three feet gauge, to exceed the sum of eight thousand dollars per mile, and if of the ordinary four feet eight and one-half inch gauge, to exceed the sum of sixteen thousand dollars per mile, not including in either case any debt for ordinary operating expenses, shall be liable to the stockholders or either of them, for double the amount, estimated at its par value of the stock by him or her held, if the same should be rendered of less value or lost thereby.

If road is en-
cumbered to
a certain
amount, di-
rectors are
held liable.

SEC. 7. Should the taxes voted in aid of any railroad under the provisions of this act remain in the treasury more than two years after the same have been collected, the right to them by the railroad company shall be considered forfeited, and the persons paying the said taxes shall be entitled to receive from the county treasurer the amount by them paid to the said railroad company, in which case the persons paying the said taxes shall be entitled to receive back only their proper pro rata share thereof remaining.

Taxes voted
to company
may be for-
feited.

SEC. 8. Nothing contained in this act shall preclude any tax-payer who may have contracted with a railroad company for whom taxes may have been voted under the provisions of this act to pay his tax thus voted, or any part thereof, in labor upon the line of its road in pursuance of the terms and conditions stipulated in the notices of election in lieu of a payment thereof in money, from presenting to the county treasurer a receipt from said railroad company, duly signed by the president or managing director thereof, specifying the value of the labor performed by him thereunder, and from having the same credited by the county treasurer on his tax in aid of said railroad with like effect in all respects as though the same was paid in money to the said county treasurer, and when such receipts have been pre-

Tax payer
may pay
taxes in labor.

sented and thus credited by the county treasurer, they shall have the same force and validity in his settlement with the board of supervisors as the orders from the railroad company provided for in section three hereof.

R. R. to be
subject to
control of
G. A.

SEC. 9. All the railroads in this state constructed by or with the aid of any taxes levied and collected under the provisions of this act shall be subject to the control of the General Assembly thereof in regard to the management of the same, and the charges for the transportation of freights and passengers thereon.

To take effect.

SEC. 10. This act, being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Iowa State Leader, newspapers published in Des Moines, Iowa.

Approved, March 15, 1876.

I hereby certify that the foregoing act was published in *The Iowa State Register*, March 24, and in *The Iowa State Leader*, March 30, 1876.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 133.

RELIEVING CERTAIN RAILROAD COMPANIES FROM PENALTIES INCURRED.

S. F. 205.

AN ACT for the Relief of Certain Railroad Companies, their Officers, Agents and Employees.

R. R. Co. com-
plying with
schedule of
transporta-
tion rates.

And filing
bond with
auditor of
state.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That if it shall be made to appear to the satisfaction of the executive council of this state, that any railroad company owning or operating a railroad in this state, has in good faith adopted the schedule of rates for the transportation of freight and passengers, which shall at the time of the execution of the certificate herein provided for, be in force, and shall file a bond with the Auditor of State with good and sufficient sureties, in the sum of _____ dollars liquidated damages to be fixed by the *exutive* [executive] council, conditioned that it will continue to operate its said railroad for a period of two years (provided the law shall remain in force during that time) under and in accordance with the said schedule, and not seek to evade its provisions by increasing or contriving any increase on through rates to points on its line outside of the state; the test of such increase shall be the rates actually charged by said company on through freights in

the year 1873, the said railroad company, its agents, officers and employes, shall be released from all criminal prosecutions, penalties, fines, and forfeitures, under chapter 68, hereinafter described, and the Governor shall execute a certificate of the compliance of such railroad company with the provisions of this act, which certificate shall be conclusive evidence in any court of record, in any criminal or civil suit or proceeding, that such railroad company, its officers, agents, and employes, are released from all criminal prosecutions, penalties, fines, and forfeitures which may have been incurred under the provisions of chapter 68 of the acts of the Fifteenth General Assembly, known as the "Railroad Tariff Law," and no greater sum shall be recovered in any case arising under the provisions of said act in any civil action or proceeding, than the actual damages suffered by any person from unreasonable charges paid prior to that date, and; *provided*, that the provisions of this act shall be accepted by such railroad company within sixty days from and after its approval by the Governor.

Shall be released from criminal prosecution.

Incurred under chap. 68, 15th G. A.

Proviso.

SEC. 7. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register, and Iowa State Leader, newspapers published in Des Moines, Iowa.

To take effect.

Approved, March 17, 1876.

I hereby certify that the foregoing act was published in *The Iowa State Leader*, March 21, and in the *Iowa State Register*, March 24, 1876.

JOSIAH T. YOUNG, *Secretary of State.*

APPENDIX—PART II.

THE LAW AS IT NOW STANDS, RELATING TO RAILROAD
CORPORATIONS FOR PECUNIARY PROFIT, AND
RIGHT-OF-WAY.

CONSTITUTION OF IOWA—BILL OF RIGHTS.

SECTION 18. Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof, as soon as the damages shall be assessed by a jury, who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken.

Protection of private property from condemnation except upon just compensation.

CORPORATIONS—ARTICLE 8 OF CONSTITUTION.

SECTION 1. No corporation shall be created by special laws ; but the general assembly shall provide by general laws, for the organization of all corporations hereafter created, except as hereinafter provided.

Corporations must be created by general laws.

SEC. 2. The property of all corporations for pecuniary profit, shall be subject to taxation the same as that of individuals.

Corporation property taxable.

SEC. 12. Subject to the provisions of this article, the general assembly shall have power to amend or repeal all laws for the organization or creation of corporations, or granting of special or exclusive privileges or immunities by a vote of two-thirds of each branch of the general assembly ; and no exclusive privileges, except as in this article provided, shall ever be granted.

Powers of legislature as to corporations.

CODE OF 1873, TITLE X, CHAPTER 5.

PRESENT CONDITION OF LEGISLATION—ORGANIZATION.

SEC. 1273. Any corporation organized under the laws of this state for the purpose of constructing and operating a railway, may, with the assent of two-thirds of all the stockholders in interest, change the corporate name thereof. But no change in the name of any such corporation shall be deemed complete until the president and secretary thereof shall file in the office of the secretary of state, a statement, under oath, showing the assent of the stockholders to such change, and the new name adopted, and a certified copy of the proceedings had by the corporation and stockholders in relation thereto as the same appears in the records thereof; from the time of such filing, the corporation by its new name shall be entitled to all the rights, powers, and franchises that it possessed under the old name, and by the new name shall be liable upon all contracts and obligations of every kind and description entered into by or binding upon such corporation by or under its old name to the same extent and manner as if no change in the name of such corporation had been made.

How railway corporations can change their names and effect thereof.

CHAPTER 68, ACTS OF SIXTEENTH GENERAL ASSEMBLY.

RAILROADS, EXPRESS AND TELEGRAPH COMPANIES.

AN ACT to Facilitate Business with Railroads, Express and Telegraph Companies. [Additional to Code, Chapter 5, Title X: "Of Railways."]

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. That all railroads terminating in Iowa, shall establish and maintain at such terminus, general freight and passenger offices, (and express and telegraph offices, when operating an independent express or telegraph company,) at localities accessible and convenient to the public, and there keep for sale tickets over their respective roads, and in advertising, correctly set forth their true connections, starting or terminal points, time-tables and freight tariffs, affording correct information to the business and traveling public.

Requires railroads terminating in Iowa to keep general freight and passenger offices at terminus and penalty for failure.

SEC. 2. If any officer, agent, employe, or lessee, engaged in operating any railroad, express company or telegraph line, terminating in or operated within the state of Iowa, shall refuse or neglect to comply with any of the provisions or requirements of section one (1) of this act, he shall be deemed guilty of a misdemeanor, and upon conviction

thereof, shall be fined in a sum not exceeding five hundred dollars, and may be imprisoned not more than six months.

SEC. 3. This act being deemed of immediate importance, shall take effect from and after its publication in the Iowa State Register and Council Bluffs Nonpareil.

Approved, March 9, 1876.

I hereby certify that the foregoing act was published in the *Council Bluffs Daily Nonpareil*, March 10, and in *The Daily Iowa State Register*, March 14, 1876.

JOSIAH T. YOUNG, *Secretary of State*.

Matters filed under provisions of section 1273 to be recorded by secretary of state. SEC. 1274. The secretary of state shall immediately record in the proper book in his office the matters filed under the preceding section, and make intelligible references to the record of the articles of incorporation as originally recorded.

Railways may join, intersect and unite with other railways, and may by purchase, or sale, or otherwise merge and consolidate stock, &c., with consent of three-fourths in interest of all the stockholders. SEC. 1275. Any such corporation may join, intersect, and unite its railway with the railway of any other corporation at such point on the boundary line of this state as may be agreed upon by such corporations. And with the assent of three fourths in interest of all the stockholders, may, by purchase or sale, or otherwise, merge and consolidate the stock, property, franchises, and liabilities of such corporations, making the same one joint stock corporation upon such terms as may be agreed upon not in conflict with the laws of this state.

Railroad companies may connect track at boundary line of state with railways in adjoining states, and make traffic arrangements in relation thereto. SEC. 1276. Any such corporation which has or may construct its railway so as to meet or connect with any other railway in an adjoining state at the boundary line of this state, shall have power to make such contracts and agreements with the corporations controlling such railways in an adjoining state, for the transportation of freight and passengers, or for the use of its railway by such foreign corporation, as the board of directors may see proper.

Railroad companies may extend their lines into other states, subject to the laws of such state, and have the same rights and privileges over said extended lines as if in this state. SEC. 1277. Any such corporation organized for the purpose of constructing a railway from a point within the state may construct or extend the same into or through any other state under such regulations as may be prescribed by the laws of such state; and the rights and privileges of such corporation over said extension in the construction and use thereof, and in controlling and applying the assets, shall be the same as if its railway was constructed wholly within this state.

Duties and liabilities imposed on railway companies equally imposed on lessees or others operating railways. SEC. 1278. All the duties and liabilities imposed upon corporations owning or operating railways by this chapter, shall apply to all lessees or other persons owning or operating such railways as fully as if they were expressly named herein, and any action which might be brought, or penalty enforced, against any such corporation by virtue of any provision of this chapter, may be brought or enforced against such lessees or other persons.

SEC. 1279. The offices of secretary and treasurer, or as-

assistant treasurer and general superintendent, of every railway corporation organized under the laws of this state, shall be kept where the principal place of business of such corporation is to be, in which offices the original record, stock, and transfer books, and all the original papers and vouchers of such corporation shall be kept; and such treasurer or assistant treasurer shall keep a record of the financial condition of the corporation which may be inspected at all reasonable hours by any stockholder, or any committee appointed by the general assembly. Such corporation may keep in any other state a transfer office, in which may be kept a duplicate transfer book; but no transfer of shares of stock shall be legal or binding until the same is entered in the transfer book kept in this state. The secretary and treasurer, or assistant treasurer and general superintendent aforesaid, shall reside in this state.

Certain officers must reside in the state and certain records be kept at principal business place.

Transfer books may be kept in another state, but transfers to be binding must be on transfer book in this state.

SEC. 1280. Every such corporation shall, annually, under oath of the president, in the month of January, make a full report of the condition of its affairs to the secretary of state, and shall have the same published in some newspaper printed in the place of its general business office, showing the amount of the capital stock of such corporation, and the amount paid thereon, the amount of bonds issued, and how secured, and all other indebtedness; the length of such railway when completed, and how much is built and in use; the number of acres of land donated or granted to them, by whom, and what disposition has been made of said grants or donations, the gross amount of receipts and how disbursed, the net amount of profit and the dividends made, with such other facts as may be necessary to a full statement of the affairs and condition of such corporation, and the secretary of state shall present the said report to the general assembly.

Annual report to be made to secretary of state in January; publication of such report; and to be presented by the secretary of state to the G. A.

SEC. 1281. In case any such corporation shall neglect to make such report as required in the preceding section, any stockholder may file his petition in the district or circuit court in the county where the principal business office is kept, stating that said report has not been made, and praying that an order may issue against the corporation commanding it to make said report; said petition, shall be under oath and filed at least ten days before the next term of the district or circuit court in said county, and notice thereof shall be given such corporation for the same length of time, and in the same manner as is now required to be given in other suits in the district or circuit court, and upon the filing of such petition, the clerk shall issue such order and make the same returnable at the next term of the district or circuit court in said county, and costs shall be recoverable by either party as in ordinary actions.

Stockholder may complain of failure to file said report in district or circuit court and rule of procedure.

SEC. 1282. If it appears such report has not been filed, the court shall, during the term, appoint three disinterested and competent persons near the place of the general busi-

Upon complaint court shall appoint an investigating committee; number, qualification, compensation and duties thereof.

ness office of the corporation as an investigating committee, who shall examine into its affairs and report at as early a day as practicable its condition, in manner and form as prescribed in section twelve hundred and eighty of this chapter; one copy of said report to be filed in the office of the clerk of the district court of the county where the proceedings are had, and one copy to be filed in the office of the Secretary of State. The compensation for the services of such committee shall be paid by the corporation thus investigated, but it shall not exceed three dollars per day and mileage at the rate of ten cents per mile, counting one way.

STOCK AND DEBT.

R. R. corporations may issue construction and equipment bonds and provisions relating thereto providing for mortgages or deeds of trust.

SEC. 1283 Any such corporation shall have power to issue its bonds for the construction and equipment of its railways, in sums not less than fifty dollars, payable to bearer or otherwise, and bearing interest at a rate not exceeding ten per cent per annum, and make the same convertible into stock, and may sell the same at such rates or prices as is deemed proper; if such bonds are sold below the par value thereof, they shall, nevertheless, be valid and binding, and no plea of usury shall be allowed such corporation in any action or proceeding brought to enforce the collection of said bonds; such corporation may also secure the payment of said bonds by executing mortgages or deeds of trust of the whole or any part of its property and franchises.

Such mortgages or deeds of trust may cover after acquired property.

SEC. 1284. Said mortgages or deeds of trust, may, by their terms, include and cover, not only the property of the corporation making them at the time of their date, but property both real and personal which may thereafter be acquired, and shall be as valid and effectual for that purpose, as if the property were in possession at the time of the execution thereof.

Mode of execution and record of such mortgages or deeds of trust and effect of record.

SEC. 1285. Said mortgages or deeds of trust shall be executed in such manner as the articles of incorporation or by-laws of the corporation may provide, and shall be recorded in the office of the recorder of each county through which the railway of the corporation may run, or in which any property mortgaged or conveyed by such deeds of trust may be situated, and shall be notice to all the world of the rights of all parties under the same, and for this purpose, and to secure the rights of mortgagees or parties interested under deeds of trust so executed and recorded, the rolling-stock and personal property of the company properly belonging to the road and appertaining thereto, shall be deemed a part of the road, and said mortgages and deeds so recorded, shall have the same effect both as to notice and otherwise, as to the personal, as to the real estate covered by them.

SEC. 1286. Any such corporation, with the assent of two-thirds of all the stockholders in interest, may issue in

payment of debts, preferred stock, not exceeding ten thousand dollars for each mile of railway constructed, which stock shall be entitled to such dividends as the directors of the corporation may determine, not exceeding eight per cent. per annum, if the same is earned in any one year after payment of all interest on the bonds of the corporation before any dividend is made to the common stock.

R. R. corporations may issue preferred stock and rules in relation thereto.

CHAPTER 20, ACTS OF FIFTEENTH GENERAL ASSEMBLY.

PREFERRED STOCK IN RAILWAYS.

AN ACT Authorizing Railway Corporations to issue Preferred Stock for its bonded indebtedness. [Amendatory of Code, Title X., Chapter 5, "Of Railways."]

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That any railway corporation which has no surplus, after paying its running expenses, with which to pay the interest on its bonded indebtedness, with the assent of its bondholders, in addition to the right conferred by section 1286 of the Code, may, with the assent of two-thirds of its stockholders, issue its preferred [stock], at par, to an amount equal to and not exceeding its bonded indebtedness, in exchange for its said bonded indebtedness. The said stock shall be entitled to such dividends from its net profits as the directors of the corporation may determine, not exceeding eight per cent. per annum, if the same is earned in any one year, after payment of all interest on the indebtedness of the corporation, before any dividend is made to the common stock.

Amendatory of Code, title 10, chap. 5.

SEC. 2. This act being deemed of immediate importance, shall take effect twenty days after its publication in the Iowa State Register and Iowa State Leader, newspapers printed and published at Des Moines, Iowa.

Approved, March 14, 1874.

I hereby certify that the foregoing act was published in Des Moines, in *The Iowa Daily State Leader* March 20, and in *The Daily Iowa State Register*, March 21, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

SEC. 1287. Such preferred stock, and any income or mortgage bond of the corporation, shall, at the option of the holder, be convertible into common stock in such manner and on such terms as the board of directors thereof may prescribe; but the aggregate amount of the common and preferred stock shall not exceed the total amount of stock which the corporation may be by law, or the articles of incorporation thereof, authorized to issue.

Preferred stock and income or mortgage bonds convertible at the option of the holder into common stock, and rules and limitations relating thereto.

TRACK OF RAILROADS.

SEC. 1288. Every corporation constructing or operating a railway, shall make proper cattle guards where the same enters or leaves any improved or fenced land, and construct at all points where such railway crosses any public highway, good, sufficient, and safe crossings and cattle guards, and erect at such points at a sufficient elevation from such highway to admit of free passage of vehicles of every kind, a sign, with large and distinct letters placed thereon, to give notice of the proximity of the railway and warn persons of the necessity of looking out for the cars; and any railway company neglecting or refusing to comply with the provisions of this section, shall be liable for all damages sustained by reason of such neglect and refusal, and in order for the injured party to recover, it shall only be necessary for him to prove such neglect or refusal.

Cattle guards must be made, signs erected at crossings with printed cautions, and companies made liable for neglect.

SEC. 1289. Any corporation operating a railway, that fails to fence the same against live stock running at large at all points where such right to fence exists, shall be liable to the owner of any such stock injured or killed by reason of the want of such fence for the value of the property or damage caused, unless the same was occasioned by the wilful act of the owner or his agent. And, in order to recover, it shall only be necessary for the owner to prove the injury or destruction of his property; and if such corporation neglects to pay the value of or damage done to any such stock within thirty days after notice in writing, accompanied by an affidavit of such injury or destruction, has been served on any officer, station or ticket-agent employed in the management of the business of the corporation in the county where the injury complained of was committed, such owner shall be entitled to recover double the value of the stock killed or damages caused thereto; *Provided*, that no law of this state, or any local or police regulations of any county, township, city, or town, regulating the restraint of domestic animals, or in relation to the fences of farmers or land owners, shall be applicable to railway tracks, unless so specifically stated in the law or regulation. The operating of trains upon depot grounds necessarily used by the company and public, where no such fence is built, at a greater rate of speed than eight miles per hour, shall be deemed negligence and render the company liable under this section.

Companies failing to fence track liable for stock injured or killed and rules in relation thereto.

And provided further, that any corporation operating a railway shall be liable for all damages by fire that is set out or caused by operating of any such railway, and such damage may be recovered by the party damaged in the same manner as set forth in this section in regard to stock, except to double damages.

SEC. 1290. Whenever it becomes necessary in the con-

struction of any railway to cross any other railway near the shore of the Mississippi river, each shall be so constructed and maintained at the point of crossing so that the respective road-beds thereof shall be above high water in such river. But where such crossings occur within the limits of cities containing six thousand inhabitants as shown by the last preceding census, the city council of such cities may establish the grade at such crossings.

Rule as to
railway cross-
ings near
shore of Mis-
sissippi river.

SEC. 1291. In all cases where taxes have been voted under chapter forty-eight of Twelfth General Assembly, or chapter one hundred and two of Thirteenth General Assembly, to aid in the construction of any railway, or where such tax has been transferred under chapter eighty-one of the Fourteenth General Assembly, and said tax has been voted or transferred under any condition or contract with the railway company which the township may desire to have changed or modified, said township is hereby authorized upon agreement of its trustees with the railway company constructing said proposed railway, to submit to a vote of the electors of the township, the question whether the conditions or contract under which said tax was voted or transferred, shall be changed or modified, and said trustees, upon the petition of one-third of the legal voters of the township, as shown by the vote cast at the last general election, asking such change or modification shall order an election, submitting the agreement to the electors, at a special election called therefor, said election to be conducted in all respects as to notice and manner of holding, as the election at which the tax was originally voted.

How terms
and condi-
tions on
which taxes
in aid of rail-
roads have
been voted
may be
changed.

CHAPTER 5, ACTS OF THE FIFTEENTH GENERAL ASSEMBLY.

RAILROAD AND WAGON BRIDGES.

AN ACT to Empower Cities and Towns to make Contracts with Railroad and Bridge Companies for the Use of Wagon-Bridges across Rivers. H. F. 179.

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. That all cities situate on any river in the state, whether organized and existing under special charter or by general law, and from which to the opposite shore of any of said rivers a bridge has been or may be constructed by any railroad or other private company, corporation, or person, shall have power to contract, with the company, corporation, or person owning such bridge, for the use of the same as a public highway, jointly with any company, corporation, or person having or desiring the right to use the same for the passage of cars propelled by steam, or otherwise, and in such contract may have the right to assume sole liability for damage to persons or property by

Cities and
towns may
contract with
railroad com-
panies as to
use of bridges.

reason of their being on any part of said bridge or on an approach to either end thereof caused by the running of cars or locomotives by any corporation, company, or person entitled to use such bridge, whether such damage results from the negligence of the persons engaged in running said cars or locomotives or otherwise; and to indemnify and save harmless the owners of said bridge, and any or all corporations, companies, or persons entitled to use the same, from all liability or damage so caused; and said city may thereafter manage and control said bridge either as a free or a toll bridge, and prescribe such rates of toll as to it from time to time shall seem proper, and make all necessary police regulations for the government of said bridge.

SEC. 2. This act being deemed of immediate importance, shall be in force from and after its publication in *The Iowa Daily State Leader*, published in the city of Des Moines, and *The Dubuque Herald*, published in the city of Dubuque.

Approved, February 19th, 1874.

I hereby certify that the foregoing act was published at Des Moines in *The Daily Iowa State Leader* February 23, and in *The Dubuque Herald* February 25, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 87, ACTS OF THE SEVENTEENTH GENERAL ASSEMBLY.

S. F. 238.

AN ACT requiring the Boards of Supervisors to cancel the unpaid taxes voted in aid of Railroads, between the first day of January, 1868, and the first day of January, 1875.

Be it enacted by the General Assembly of the State of Iowa:

Cancellation
of taxes voted
in aid of rail-
roads.

SECTION 1. That wherever any taxes have been voted or levied upon the real or personal property in any township, city, or town in any county in this state to aid in the construction of any railroad since the first day of January, 1868, and prior to the first day of January, 1875, under and by the authority of any law enacted by the General Assembly of the State of Iowa, and where the railroad in aid of which said taxes were voted or levied has not been built or completed or operated into or through such township, city, or town, and any of said taxes so levied have not been paid, it shall be the duty of the board of supervisors of the county where such taxes have been voted or levied and still remain on the tax books of said county or counties at their first regular meeting, after the taking effect of this act, to cause the same to be cancelled and stricken from the tax books of such county; and all liens created by said tax shall be removed, cancelled and satisfied by such cancellation.

Provided, That the foregoing provisions shall in no manner affect actions which may be now pending for the

recovery of taxes heretofore voted and levied in aid of railroads.

SEC. 2. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Leader, and Iowa State Register, newspapers published at Des Moines, Iowa.

Approved, March 23, 1878.

I hereby certify that the foregoing act was published in *The Iowa State Register*, and *Iowa State Leader*, March 29, 1878.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 123, ACTS OF THE SIXTEENTH GENERAL ASSEMBLY.

RELATING TO TAXES IN AID OF RAILROADS.

AN ACT to enable Township[s] and Incorporated Towns and Cities to Aid in the Construction of Railroads.

Be it enacted by the General Assembly of the State of Iowa :

SECTION 1. That it shall be lawful for any township, incorporated town or city to aid in the construction of any projected railroad in this state, as hereinafter provided. Who may aid in construction.

SEC. 2. Whenever a petition shall be presented to the council or trustees of any incorporated town or city, or trustees of any township, signed by a majority of the resident freehold tax payers of such township, incorporated city or town, asking that the question of aiding in the construction of any railroad, be submitted to the voters thereof, it shall be the duty of the trustees or council of said incorporated town or city, or trustees of such township, to immediately give notice of a special election, by publication in some newspaper published in the county, if any be published therein, and also by posting said notice in five public places in such township, incorporated city or town, at least twenty days before said election, which notice shall specify the time and place of holding said election, the line of road proposed to be aided, the rate per centum of tax to be levied, and whether the entire per centum voted is to be collected in one year, or one-half collected the first year and one-half the following year; and the amount of work upon said proposed railroad line required to be completed before said tax shall be paid to the railroad company, and where the same shall be performed, and to what point said road shall be fully completed and any other conditions which shall be performed before such tax shall become due, collectible and payable; and in no case shall such tax become due, collectible or payable until the road is fully completed to such point as mentioned in the notice. At such election the question of taxation shall be submitted, and if two-thirds of the votes polled be "for taxation," then the recorder of the incorporated town, the city clerk, township Duty of trustees, or council on presentation of petition by a majority of tax payers. Notice to specify. Election: questions to be submitted.

Certificate. clerk, or clerk of said election, shall forthwith certify to the county auditor the rate per centum of tax thus voted by such township, incorporated town or city, the year or years during which the same is to be collected and the time and terms upon which the same, when collected, is to be paid to the railroad company, under the conditions and stipulations in the said notice, together with an exact copy of the notice, under which such election was held; which said county auditor shall at once cause to be recorded in the office of recorder of deeds of the county.

Duty of board of supervisors. When such certificate shall have been made and recorded, the board of supervisors of the county shall at the time of levying the ordinary taxes next following, levy such taxes as are voted under the provisions of this act as shown by said certificate, and cause the same to be placed on the tax-lists of the proper township, incorporated city or town, indicating in their order thereupon when and in what proportion the same are to be collected, and upon what conditions the same are to be paid to the railroad company, a certified copy of which said order shall accompany the tax lists.

Collection of taxes. Said taxes shall be collected at the time or times specified in said order, in the same manner, and be subject to the same penalties for non-payment after they are collectible, as other taxes, or as may be stated in the petition asking said election.

Notice must conform to petition. SEC. 3. The stipulations and conditions contained in the said notices must conform to those set forth in the petition, as the same is presented to the trustees of the township or trustees or council of the incorporated city or town where the said taxes are proposed to be voted, and the aggregate amount of tax to be voted or levied under the provisions of this act in any township, incorporated town or city, shall not exceed five per centum of the assessed value of the property therein respectively.

Maximum per cent of tax.

Money to be paid out: how and when. SEC. 4. The moneys collected under the provisions of this act shall be paid out by the county treasurer to the treasurer of the railroad company for whom the same was voted, upon the order of the president or managing director thereof, at any time after the trustees of such township, or trustees or council of such incorporated town or city voting such tax, or a majority of them, shall have certified to the county treasurer that the conditions required of the railroad company and set forth in the notice for the special election at which the tax was voted have been complied with. And it is hereby made the duty of said township trustees, or trustees or council of such incorporated town or city, when the said conditions have been complied with sufficiently to entitle the said railroad company to the amount of such orders, or when the said conditions are fully complied with and performed on the part of the railroad company, to make such certificate.

Duty of trustees

SEC. 5. It shall be the duty of the county treasurer when

required, in addition to a tax receipt, to issue to each tax payer, on his payment of taxes voted in aid of a railroad company under the provisions of this act, a certificate showing the amount of tax by him paid in aid of said railroad company, and when the same was paid, and he shall be entitled to charge and receive as compensation therefor, the sum of twenty-five cents for each certificate so by him issued.

County treasurers: duty of.

Certificate to tax payers:

Said certificates are hereby made assignable, and when presented by any person holding a legal title thereto to the president, managing director, treasurer, or secretary of the railroad company receiving the taxes paid as shown by said certificate, in amount showing the sum of one hundred dollars or more of taxes to have been paid for said railroad company, it shall be and is hereby made the duty of said

Assignable:

railroad company to issue or cause to be issued to said person the amount of stock covered by said certificate or certificates, and if the taxes paid as shown by said certificate or certificates amount in the aggregate to more or less than any certain number of shares of said stock, then the holder aforesaid of such certificate or certificates shall be entitled to receive of said stock the number of shares next greater than the amount covered by said certificates, upon making up the deficiency in money or tendering the same with the said certificates, the said stock to be estimated for the purposes hereof at its par value.

And R. R. Co. shall issue shares of stock for same.

SEC. 6. The board of directors of any railroad company receiving taxes voted in aid thereof under the provisions of this act, or those members thereof or either of them, who shall vote to bond, mortgage, or in any manner encumber said road to an amount, if the same be a railroad of three feet gauge, to exceed the sum of eight thousand dollars per mile, and if of the ordinary four feet eight and one half inch gauge, to exceed the sum of sixteen thousand dollars per mile, not including in either case any debt for ordinary operating expenses, shall be liable to the stockholders or either of them, for double the amount, estimated at its par value of the stock by him or her held, if the same should be rendered of less value or lost thereby.

If road is encumbered to a certain amount, directors are held liable.

SEC. 7. Should the taxes voted in aid of any railroad under the provisions of this act remain in the treasury more than two years after the same have been collected, the right to them by the railroad company shall be considered forfeited, and the persons paying the said taxes shall be entitled to receive from the county treasurer the amount by them paid to the said railroad company, in which case the persons paying the said taxes shall be entitled to receive back only their proper pro rata share thereof remaining.

Taxes voted to company may be forfeited.

SEC. 8. Nothing contained in this act shall preclude any tax payer who may have contracted with a railroad company for whom taxes may have been voted under the provisions of this act to pay his tax thus voted, or any part

Tax payer may pay taxes in L. or.

thereof, in labor upon the line of its road in pursuance of the terms and conditions stipulated in the notices of election in lieu of a payment thereof in money, from presenting to the county treasurer a receipt from said railroad company, duly signed by the president or managing director thereof, specifying the value of the labor performed by him thereunder and from having the same credited by the county treasurer on his tax in aid of said railroad with like effect in all respects as though the same was paid in money to the said county treasurer, and when such receipts have been presented and thus credited by the county treasurer, they shall have the same force and validity in his settlement with the board of supervisors, as the orders from the railroad company provided for in section three hereof.

R. R. to be
subject to
control of
G. A.

SEC. 9. All railroads in this state constructed by or with the aid of any taxes levied and collected under the provisions of this act shall be subject to the control of the General Assembly thereof in regard to the management of the same, and the charges for the transportation of freights and passengers thereon.

To take effect. SEC. 10. This act being deemed by the General Assembly of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register, and Iowa State Leader, newspapers published in Des Moines, Iowa.

Approved, March 15, 1876.

I hereby certify that the foregoing act was published in the *Iowa State Register*, March 24, and in the *Iowa State Leader* March 30, 1876.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 157, ACTS SEVENTEETH GENERAL ASSEMBLY.

VOTING AID IN CONSTRUCTION OF RAILROADS.

AN ACT Amendatory to Section 2, Chapter 123, of the Acts of the Sixteenth General Assembly, relating to Townships and Incorporated Towns and Cities, to aid in the Construction of Railroads.

Majority may
vote railroad
taxes. SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 2, chapter 123, of the acts of the Sixteenth General Assembly, be and the same is hereby amended by striking out the words "two-thirds" in the twenty-fifth line of said section and inserting in lieu thereof "a majority."

SEC. 2. This act, being deemed of immediate importance, shall take effect and be in force after its publication in the Council Bluffs Daily Nonpareil, and the Daily State Register, newspapers published in the state of Iowa.

Approved, March 25, 1878.

I hereby certify that the foregoing act was published in *The Iowa State Register*, March 27, and in the *Council Bluffs Daily Nonpareil*, March 28, 1878.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 173, ACTS OF SEVENTEENTH GENERAL ASSEMBLY.

VOTING AID IN THE CONSTRUCTION OF RAILROADS.

AN ACT to amend Chapter 123 of the Laws of the Sixteenth General Assembly relating to Taxes in aid of Railroads, which is entitled, 'An Act to enable Townships and Incorporated Towns and Cities to aid in the Construction of Railroads.'

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. That it shall be lawful for any township, incorporated town or city to aid in the construction of any projected railroad in this state as hereinafter provided. How aid may be given.

SEC. 2. Whenever it shall be proposed in the petition and notice, which are provided in section 2 of chapter 123 of the laws of Sixteenth General Assembly, to issue 1st mortgage bonds not exceeding in amount the limit established in section 6 of said act, in lieu of stock as provided in section 5 of said act, it shall be lawful to issue said bonds of the denomination of one hundred dollars in the same manner as is provided for the issue of stock in said act. First mortgage bonds.

SEC. 3. Whenever it is proposed to issue bonds in lieu of stock as aforesaid, the petition and notice shall state the amount of bonds per mile of road to be issued, the per centum of interest, and time of the payment of the interest and principal of the bonds. Petition and notice shall state.

SEC. 4. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Leader, and Iowa State Register, newspapers published in Des Moines Iowa. Publication.

Approved, March 26, 1878.

I hereby certify that the foregoing act was published in the *Iowa State Leader*, April 1, and in *The Iowa State Register*, April 3, 1878.

JOSIAH T. YOUNG, *Secretary of State*.

OPERATION OF RAILROADS.

SEC. 1292. Any railway corporation operating a railway in this state, shall, on request, permit the railway operated by any other company to connect therewith, and shall draw over its railway the cars of such connecting railway, at reasonable terms and for a compensation not exceeding its ordinary rates. Corporations operating railways must allow other roads to connect therewith and draw cars at reasonable terms.

TITLE 4, CHAPTER X.

Municipal
corporations
have power to
grant rail-
roads right to
lay track in
streets.

SECTION 464. They shall have power to lay off, widen, straighten, narrow, vacate, extend, establish and light streets, alleys, public grounds, wharves, landing, and market places; and to provide for the condemnation of such real estate as may be necessary for such purposes. They shall also have the power to authorize or forbid the location and laying down of tracks for railways and street railways on all streets, alleys, and public places; but no railway track can thus be located and laid down until after the injury to property abutting upon the street, alley, or public places upon which such railway track is proposed to be located and laid down has been ascertained and compensated in the manner provided for compensation of injuries arising from regrade of streets in section four hundred and seventy of this chapter.

CHAPTER 6, ACTS OF FIFTEENTH GENERAL ASSEMBLY.

RAILWAYS IN CITIES AND TOWNS.

S. F. 59.

AN ACT to Amend Section 464 [Chapter 10, Title IV: "Of Cities and Incorporated Towns,"] of the Code of 1873.

Amends sec.
464, chap. 10,
title 4.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 464, of the Code of 1873, be amended by striking out of said section the words, "Compensation of injuries arising from regrade of streets, in section 470 of this chapter," and adding thereto, in lieu thereof, the following words, "Taking private property for works of internal improvement, in chapter 4 of title 10 of the Code of 1873."

SEC. 2. This act being, by the general assembly, deemed of immediate importance shall take effect and be in force from and after its publication in *The Daily Iowa State Register* and *Daily State Leader*, newspapers published in Des Moines, Iowa.

Approved, March 2, 1874.

I hereby certify that the foregoing act was published in Des Moines in *The Daily Iowa State Leader*, March 3, and in *The Daily Iowa State Register*, March 4, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

TITLE X—CONTINUED.

SEC. 1293. When such corporations are unable to agree upon terms of connection and rates of transportation, either may make application to the district or circuit court in any county in which said connection may be located, or to the judge of said courts, if in vacation, after ten days' notice in writing to the other company; after hearing the parties, or on default, the said judge may appoint three disinterested persons, being presidents or superintendents of railways, or experts in railway business, without regard to their place of residence, as commissioners, to determine the terms of connection, and rules and regulations necessary thereto. *Provided*, that the rates so fixed by the said commission for freights offered or transported in the cars of the company offering the same, shall in no case exceed the local rates per mile as set forth in the carrying company's freight tariff, prepared and made public in accordance with the laws of the state.

If companies cannot agree upon terms of connection and haulage, circuit court or district court upon application to appoint commissioners.

CHAPTER 18, ACTS OF FIFTEENTH GENERAL ASSEMBLY.

INTERSECTING RAILWAYS.

AN ACT to Amend Section[s] 1292 and 1293 of the Code [Title X., Chapter 5: "Of Railways."]

Be it enacted by the General Assembly of the State of Iowa, That section[s] 1292 and 1293, of the Code, are hereby repealed, and the following enacted in lieu thereof:

"SECTION 1292. Any railway corporation, operating a railway in this state, intersecting or crossing any other line of railway, of the same gauge, operated by any other company, shall, by means of a Y, or other suitable and proper means, be made to connect with such other railway so intersected or crossed; and railway companies where railroads shall be so connected shall draw over their respective roads the cars of such connecting railway; and also those of any other railway or railways connected with said roads made to connect as aforesaid, and also the cars of all transportation companies or persons, at reasonable terms, and for a compensation not exceeding their ordinary rates.

Code: §§ 1292 and 1293.

Railways crossing or intersecting others to connect, how.

Companies to draw cars from connecting roads.

Compensation.

"SEC. 1293. When such corporations are unable to agree upon the method and terms of construction and rates of transportation, either, or any person interested in having such connection made, may make application to the district or circuit court in any county in which said connection may be desired or located, or to the judge of said courts if in vacation, after ten days' notice in writing to the companies. After hearing the parties, or on default, the said judge shall

Application to court or judge when companies disagree; who may make.

Appointment of commis- sion to fix rates. appoint three disinterested persons, being presidents or superintendents of railways, or experts in railway business, without regard to their place of residence, as commissioners, to determine the method and terms of connection and rules and regulations necessary thereto: *Provided*, That the rates fixed by said commissioners, for freights offered or transported in the cars of the company offering the same, shall in no case exceed the local rates per mile fixed by law or set forth in the carrying companies' freight tariff prepared and made public in accordance with the laws of the state."

Approved, March 13th, 1874.

Commission- ers to take testim'ny and make report to court and if confirmed to be binding for two years. SEC. 1294. Said commissioners shall meet at such time and place as may be ordered by said court or judge, and shall hear the parties and any testimony brought before them, and make and sign their report, prescribing the things to be done. Such report made by them, or a majority of them, shall, within such time as ordered by said court or judge, be returned to and filed in said court, to be confirmed thereby; and, when so confirmed, it shall be binding upon the parties until another report shall be made upon a new application, which cannot be made within two years after such confirmation.

Duty, power and compen- sation of com- missioners. SEC. 1295. Said commissioners shall have such compensation as shall be deemed reasonable by the court, and shall be governed by the same rules and have the same power in compelling the attendance of witnesses, and shall themselves be sworn, as is now provided in cases of referees in civil actions at law in the district court, and exceptions may be taken to their report in the same manner; and such exceptions shall have the same effect, and the proceedings upon their report shall be the same as on reports of referees in cases referred from said court, and the costs shall be paid by the parties in such proportion as to the court may seem equitable and just.

Penalty for failure to comply with confirmed report. SEC. 1296. If the officers of, or any person in the employ of said corporation, refuse to comply with the terms of such confirmed report, they may be punished as for a contempt of said court.

Pooling of earnings of parallel lines forbidden and penalty for such act. SEC. 1297. It shall be unlawful for any railway company to make any contract, or enter into any stipulation with any other railway company running in the same general direction, by which either company shall, directly or indirectly, agree to divide in any manner or proportion the joint earnings upon the whole or any part of the freight transported over such roads, and any violation of this provision shall render the railway company violating the same, liable to a penalty of five thousand dollars for each month for which such earnings are divided, to be recovered for the use of the permanent school fund in the name of the state.

SEC. 1298. Contracts between any such corporations

operating a railway, allowing a drawback of not exceeding fifteen per cent. on the gross earnings of the railway on business coming from or going to any other railway, shall be legal and binding.

SEC. 1299. Any such corporation owning and operating a railway partially constructed, may, for the purpose of inducing the investment of capital in the extension or completion of its railway, contract with the party furnishing such means, or the trustees who may represent them, allowing a drawback not exceeding twenty per cent. of the gross earnings of all business coming from and going to any part of the extension or portion to be aided or completed with the money or means thus obtained; or such railway company may lease of the trustees or said parties, the portion to be built with means thus furnished, subject to the same rights and liabilities as are provided in the next section.

Drawback contracts not exceeding fifteen per cent. of earnings allowed between operating roads. Partially constructed roads may contract for a drawback not exceeding twenty per cent.

SEC. 1300. Any such corporation may sell or lease its railway property and franchises to, or may make joint running arrangements with, any corporation owning or operating any connecting railway, and the corporation operating the railway of another, shall, in all respects, be liable in the same manner and extent as though such railway belonged to it, subject to the laws of this state.

Railroad corporations may sell or lease to connecting roads or make joint running arrangements.

SEC. 1301. Any contract, lease or benefit derived therefrom, contemplated in either of the three preceding sections, may be mortgaged for the purpose of securing construction bonds in the same manner as other property of the corporation.

Such contracts, leases or benefits may be mortgaged to secure construction bonds.

SEC. 1302. Where any railway company shall be organized under a corporate name, and shall have made contracts for payments to it upon delivery of stock in such company, and shall, subsequent to such contracts, have changed their corporate name, or when the real ownership in the property, rights, powers, and franchises have passed legally or equitably into any other company, no such contracts shall be enforced in law or equity until tender or delivery of stock in such last named corporation or company.

Contracts for payment on delivery of stock shall not be enforced when name of company is changed or real ownership changed till tender or delivery of the stock.

SEC. 1303. When any railway has been completed and opened for use, the corporation constructing the same shall report to the next general assembly, under oath, the total cost thereof, specifying the amount expended for construction, engines, cars, depots, and other buildings, and the amount of all other expenses, together with the length of the railway, the number of planes, with their inclination to the mile, the greatest curvature, the average width of grade, and the number of ties per mile.

On completion of road the company shall report to general assembly under oath cost and description of same.

SEC. 1304. In the month of June in each year, every corporation operating a railway in this state shall fix its maximum rates of fare for passengers and freight, for transportation of timber, wood, and coal, per ton, cord, or thousand feet per mile; also its fare and freight per mile for trans-

Maximum rates of fare and freight to be fixed in June of each year, a printed copy of rates of fare to be posted in each station on or before July 1st of each year, and penalty for failure.

porting merchandise and articles of the first, second, third, and fourth classes of freight; and, on the first day of July following, shall put up at all the stations and depots on its railway, a printed copy of such fare and freight, and cause a copy to remain posted during the year. For wilfully neglecting so to do, or for wilfully receiving higher rates of fare or freight than those posted, the company shall forfeit and pay to the state of Iowa, for the use of the school fund, not less than one hundred dollars nor more than two hundred dollars, to be recovered in any civil action in the name of the state; and it is hereby made the duty of the several district-attorneys within their respective districts to sue for and recover all sums forfeited as aforesaid; and such corporation shall also forfeit and pay to the person injured, double the amount of compensation or charge illegally taken, to be recovered by such person in a civil action.

Maximum passenger fare fixed.

SEC. 1305. For the transportation of passengers, no railway company shall charge to exceed three and one-half cents per mile per passenger.

CHAPTER 68, ACTS OF THE FIFTEENTH GENERAL ASSEMBLY,
APPROVED MARCH 23, 1874. AMENDATORY OF CODE, TITLE
10, CHAPTER 5, OF RAILWAYS.

This act is very lengthy, has been repealed and being already set out at length (see page cviii) is not here repeated.

Rights of control of charges for freight and passenger fare reserved to general assembly.

SEC. 1306. All contracts, stipulations, and conditions, regarding the right of controlling and regulating the charges for freight and passengers upon railways, heretofore made in granting land or other property or voting taxes to aid in the construction of, or franchises to, railway corporations, are expressly reserved, continued, and perpetuated in full force and effect, to be exercised by the general assembly, whenever the public good and the public necessity requires such exercise thereof.

Companies liable to employees for injuries and wilful wrongs of agents and contracts restricting their liabilities illegal.

SEC. 1307. Every corporation operating a railway shall be liable for all damages sustained by any person, including employees of such corporation, in consequence of the neglect of agents, or by any mismanagement of the engineers or other employees of the corporation, and in consequence of the wilful wrongs, whether of commission or omission of such agents, engineers, or other employees, when such wrongs are in any manner connected with the use and operation of any railway, on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding.

Companies cannot by contract limit liabilities as common carriers or carriers of freight.

SEC. 1308. No contract, receipt, rule, or regulation, shall exempt any corporation engaged in transporting persons or property by railway from liability of a common carrier, or carrier of passengers, which would exist had no contract, receipt, rule, or regulation, been made or entered into.

SEC. 1309. A judgment against any railway corporation for any injury to any person or property, shall be a lien

within the county where recovered on the property of such corporation, and such lien shall be prior and superior to the lien of any mortgage or trust-deed executed since the fourth day of July, A. D., 1862.

SEC. 1310. All railway corporations that have been, or may hereafter be organized, under the laws of this state, that operate or may hereafter operate, a line of railway in this state terminating at or near the city of Council Bluffs, and making a connection with any railway, which, either by its charter or otherwise, extends to a point on the boundary or within the limits of this state, be, and they are hereby prohibited from making any transfer of freights, passengers, or express matters to or with any other railway corporation at or near such terminus—either by delivering or receiving the same—at any other place than in this state, at or near the said point at which the said railway extending to the boundary of this state terminates.

Judgment against a railroad company a lien on all property of company and superior to mortgage or trust deed made since July 4, 1862. Railroad companies terminating at Council Bluffs prohibited from delivering beyond terminus.

SEC. 1311. Every railway corporation, which, by its charter or otherwise, has its terminus at any point on the boundary or within the limits of this state, or which has authority to bridge or ferry the Missouri river for the purpose of having a continuous line of its railway, and for connecting with other railways in this state, is hereby prohibited from making any transfer of freights, passengers, or express matters to or with any other railway corporation, either by delivering or receiving the same at any other place than in this state, at or near its legal terminus; and every such corporation extending to the boundary or within this state, or having authority to bridge or ferry said Missouri river, shall erect and maintain at or near its legal terminus within the limits of this state, all its depots, stations, and other buildings necessary for such transfer.

Companies terminating at or near Missouri river must deliver goods and passengers and maintain terminus in the state.

SEC. 1312. Every railway corporation which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby prohibited from, in any manner, violating any of the provisions of such contract; and every railway corporation which has heretofore made, or which shall hereafter make, any contract with any municipal corporation in this state, is hereby required to perform each and all of the provisions of any and every such contract, specifically as agreed therein. In every case in which any such municipal corporation has complied with its obligations relating to such contract at any stage of the progress of its fulfillment, so far as it has agreed to do, such municipal corporation shall not be required to furnish any further tender or guarantee of compliance on its part in order to secure its rights in the courts; but in case anything remains to be done by such municipal corporation under such contract, after the completion of the same on the part of the railway corporation contracting therewith, then it shall, after the enforced compliance on the

Contracts of companies with municipal corporations to be enforced.

part of such corporation as hereinafter provided, be required to fully comply on its part.

Refusal to comply with sections 1310, 1311 and 1312, enforced in any court of record by mandamus.

SEC. 1313. In case of a refusal of any railroad corporation to comply with the provisions of section thirteen hundred and ten of this chapter, or its failure to perform the duties required in the preceding section, or their doing or having done any act at variance with such performance or duties, then the municipal corporation affected thereby, or with which the contract in that particular case was made, may, in an action provided by mandamus, in any court of record in the county in which such municipal corporation is situate, proceed against such corporation so failing or refusing, and such corporation shall, on proper proof, be required by such court to perform all the duties required by this and the three preceding sections, and said law pertaining to mandamus shall apply in such a case with the same force that it does in all other cases, except as it is herein enlarged.

Courts may decree specific performance of contracts mentioned in sections 1310, 1311 and 1312.

SEC. 1314. In case any municipal corporation affected as before stated, or with which any such contract has been made, should not desire to seek the remedy given in the last preceding section, it may proceed in equity by the action of specific performance, in any court in the county in which such municipal corporation is situate, and in case such court should find that a contract had been made, it shall, by decree, require such company so violating or offering to violate its contract, or failing or refusing to perform the provisions thereof, to specifically perform the same.

Courts or judges may grant injunctions to restrain violations of sections 1310, 1311, 1312, 1313 and 1314.

SEC. 1315. Any court or judge in this state to whom application shall be made, shall, at the suit of any municipal corporation as aforesaid, restrain by injunction the violation of any provisions of the five preceding sections of this chapter or of the provision of any contract as aforesaid; and in such proceeding, it shall not be necessary for such municipal corporation to give bond.

Remedies provided in sections 1314 and 1315 shall not be exclusive.

SEC. 1316. The remedies provided for in the two preceding sections shall not be construed to be exclusive, and any order, judgment, or decree made by any court in pursuance of any provisions of the six preceding sections, shall be enforced in the usual manner.

ASSESSMENT AND TAXATION.

Executive council shall assess railroad property.

SEC. 1317. On the first Monday of March in each year, the executive council shall assess all the property of each railway corporation in this state, excepting the lands, lots, and other real estate belonging thereto not used in the operation of any railway.

SEC. 1318. The president, vice-president, or general superintendent, and such other officers as such council may designate of any corporation operating any railway in this

state, shall furnish said council on or before the fifteenth day of February in each year, a statement, signed and sworn to by one of such officers, showing in detail for the year ending on January the first preceding:

1. The whole number of miles owned, operated, or leased in the state by such corporation, making the return, and the value thereof per mile, with a detailed statement of all property of every kind, and the value, located in each county in the state;

2. Also a detailed statement of the number and the value thereof of engines, passenger, mail, express, baggage, freight, and other cars, or property used in operating or repairing such railway in this state; and on railways which are part of lines extending beyond the limits of this state, the return shall show the actual amount of rolling stock in use on the corporation's line in the state during the year for which return is made.

The return shall show the amount of rolling stock, the gross earnings of the entire railway, and the gross earnings of the same in this state, and all property designated in the next section, and such other facts as such council may, in writing, require. If such officers fail to make such statement, said council shall proceed to assess the property of the corporation so failing, adding thirty per cent. to the assessable value thereof.

Officers of company to furnish statement for taxation to executive council on or before February 15 each year; how made; and what it shall contain

CHAPTER 114, ACTS OF SEVENTEENTH GENERAL ASSEMBLY.

TAXATION OF SLEEPING AND DINING CARS.

AN ACT to Tax Sleeping and Dining Cars, Amending Section 1318, Chapter 5, Title X, of the Code.

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. That in addition to the matters required to be contained in the statement provided for in section 1318 of the Code, such statement shall show the number of sleeping and dining cars not owned by such corporation, but used by it in operating its railway in this state during each month of the year for which the return is made, and also the number of miles each month that said cars have been run or operated on such railway within the state, and the total number of miles that said cars have been run or operated each month within and without the state.

Provisions in addition to section 1318 as to sleeping and dining cars.

SEC. 2. The executive council shall, at the time of the assessment of other railway property for taxation, assess for taxation the average number of cars so used by such corporation each month, and the assessed value of said cars shall bear the same proportion to the entire value thereof, that the monthly average number of miles that such cars have been run or operated within the state shall bear to the

Executive council shall assess the same.

monthly average number of miles that such cars have been used or operated within and without the state, such valuation shall be in the same ratio as that of the property of individuals.

Manner of assessment.

SEC. 3. The executive council shall, as provided in sections 1318 and 1319 of the Code, first assess the value of the property of the corporation using sleeping and dining cars not owned by such corporation, and shall then add to such valuation, the amount of the assessed valuation of said sleeping and dining cars, made as hereinbefore provided, and such aggregate amount shall constitute and be considered the assessed value of the property of such corporation for the purposes of taxation.

Approved, March 25, 1878.

How assessment is to be made, and value ascertained.

SEC. 1319. The said property shall be valued at its true cash value, and such assessment shall be made upon the entire railway within the state, and shall include the right-of-way, road-bed, bridges, culverts, rolling stock, depots, station grounds, shops, buildings, gravel beds, and all other property, real and personal, exclusively used in the operation of such railway. In assessing said railway and its equipments, said council shall take into consideration the gross earnings per mile for the year ending January the first, preceding, and any and all other matters necessary to enable said council to make a just and equitable assessment of said railway property. If a part of any railway is without this state, then, in estimating the value of its rolling-stock and movable property, they shall take into consideration the proportion which the business of that part of the railway lying within the state bears to the business of the railway without the state; such valuation shall be in the same ratio as that of the property of individuals.

Statement from executive council to be sent County Auditor on or before March 15, each year.

SEC. 1320. On or before the fifteenth day of March in each year, said council shall transmit to the county auditor of each county through which any railway may run, a statement showing the length of the main track of such railway within the county, and the assessed value per mile of the same as fixed by a pro rata distribution per mile of the assessed value of the whole property named in the preceding section. Said statement shall be entered on the proper record of the county.

Statement sent to Auditor to be made of record in the several counties, and requirements in relation thereto.

SEC. 1321. At the first meeting of the board of supervisors held after said statement is received by the county auditor, they shall make, and cause the same to be entered in the proper record, an order, stating and declaring the length of the main track, and the assessed value of such railway lying in each city, town, township, or lesser taxing district in their county through which said railway runs, as fixed by the executive council, which shall constitute the taxable value of said property for taxable purposes, and the taxes on said property when collected by the county treas-

urer shall be paid over to the persons or corporations entitled thereto as other taxes, and the county auditor shall transmit a copy of said order to the city council or trustees of such city, incorporated town, or township.

SEC. 1322. All such railway property shall be taxable upon said assessment at the same rates, by the same officers, and for the same purposes as the property of individuals within such counties, cities, towns, townships, and lesser taxing districts.

Property so returned to be taxed as other property.

SEC. 1323. The provisions of this chapter in relation to transporting of passengers, shall not apply to any railway in this state until the gross earnings of the preceding year, reckoning from the first day of January of each year, shall equal or exceed the sum of four thousand dollars per mile average for all the miles of road operated during the whole of that preceding year.

Provisions as to transportation of passengers do not apply until gross earnings exceed or equal four thousand dollars per mile

CHAPTER 6, CODE OF 1873.

TELEGRAPHS.

SEC. 1324. Any person or company may construct a telegraph line along the public highways of this state, or across the rivers or over any lands belonging to the state or to any private individual, and may erect the necessary fixtures therefor; *provided*, that when any highway along which said line has been constructed shall be changed, said person or company shall, upon ninety days' notice in writing, remove said line to said highway as established. Said notice contemplated herein may be served on any agent or operator in the employ of said person or company.

Telegraph lines may be erected along highways, &c

SEC. 1325. Such fixtures must not be constructed as to incommode the public in the use of any highway, or the navigation of any stream; nor shall they be set up on the private grounds of any individual without paying him a just equivalent for the damages he thereby sustains.

Must not obstruct highways or navigation, nor be set up on the grounds of individual without compensation.

SEC. 1326. If the person over whose lands such telegraph line passes claims more damage therefor than the proprietor of the telegraph is willing to pay, the amount of damages may be determined in the same manner as is provided in chapter four of this title.

Damage to be assessed under provisions of chapter 4, title 10 Code of A. D., 1873.

SEC. 1327. If the proprietor of any telegraph within this state, or the person having the control and management thereof, refuses to receive dispatches from any other telegraph line, or to transmit the same with fidelity and without unreasonable delay, all the laws of the state in relation to limited partnerships, to corporations, and to obtaining private property for the use of such telegraph shall cease to operate in favor of the proprietor thereof; and, if private property has been taken for the use of such telegraph without the consent of the owner, he may reclaim and recover the same.

Penalty for refusing to receive and transmit dispatches.

SEC. 1328. Any person employed in transmitting messages by telegraph, must do so without unreasonable delay, and any one who wilfully fails thus to transmit them, or who intentionally transmits a message erroneously, or makes known the contents of any message sent or received to any person except him to whom it is addressed, or to his agent or attorney, is guilty of a misdemeanor.

Penalty for delay to transmit or sending erroneous message.

SEC. 1329. The proprietor of a telegraph is liable for all mistakes in transmitting messages made by any person in his employment, and from all damages resulting from a failure to perform any other duties required by law.

Liability for mistakes in transmitting messages.

TITLE X, CHAPTER 4, CODE OF 1873.

TAKING PRIVATE PROPERTY FOR WORKS OF INTERNAL IMPROVEMENT.

SECTION 1241. Any railway corporation organized in this state may take and hold, under the provisions of this chapter, so much real estate as may be necessary for the location, construction, and convenient use of its railway, and may also take, remove, and use for the construction and repair of said railway and its appurtenances, any earth, gravel, stone, timber, or other materials, on or from the land so taken; the land so taken otherwise than by the consent of the owners, shall not exceed one hundred feet in width, except for wood and water stations, unless where greater width is necessary for excavation, embankment, or depositing waste earth.

Railroad corporation organized in state may condemn not to exceed one hundred feet in width.

CHAPTER 34, ACTS OF FIFTEENTH GENERAL ASSEMBLY.

ESTABLISHMENT OF PUBLIC WAYS TO MINES AND STONE QUARRIES.

AN ACT Authorizing the Establishment of Public Ways to Lands having Stone and Mineral thereon. [Additional to Code, Title IX., Chapter 4: relating to "Taking Private Property for Works of Internal Improvement."]

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That any person, copartnership, joint-stock association, or corporation, owning, leasing, or possessing any lands having thereon or thereunder any coal, stone, lead, or other mineral, may have established over the land of another a public way from any stone-quarry, coal, lead, or other mine, to any railway or highway, not exceeding (except by the consent of the owner of the land to be taken) fifty feet in width. When said road shall be constructed, it shall, when passing through inclosed lands, be fenced on both sides by the person or corporations causing said road to be established.

Additional to Code, title 9, chapter 4.

SEC. 2. If the owner of any real estate, necessary to be taken for the purposes mentioned in this act, refuse to grant the right of way, or if such owner and the person, partnership, joint-stock association, or corporation seeking to have such way established, cannot agree upon the compensation to be paid for the same, the sheriff of the county in which said real estate may be situated shall, upon the application of either party, appoint six disinterested freeholders of the county, not interested in a like question, who shall inspect said real estate, and assess the damage which said owner will sustain by the appropriation of said land for such public way, and make *and* report in writing to the sheriff of said county, and if the applicant for such public way shall at any time before entering upon said real estate, for the purpose of constructing such way, pay to said sheriff, for the use of said owner, the sum so assessed and returned to him, as aforesaid, said highway may be at once constru[ct]ed and maintained over and across said premises.

SEC. 3. In proceeding under this act, the application to the sheriff, the duty of commissioners, the time and manner of assessing the damages, the giving of notice thereof to residents and non-residents, the power of guardians to settle and convey, the making and returning of appraisement, the selection of talesmen, the payment of the costs of assessment, the report of the commissioners, the recording thereof, the right of appeal, the proceedings relating thereto, the result of non-user, the rights and duties as to other highways, are and shall be the same as provided in the sections of the Code numbered twelve hundred and forty-five to and including twelve hundred and sixty-eight, and the provisions of all of said sections, so far as applicable, are declared to be a part of this act, except that the report of the commissioners, and record thereof, shall confer no title to the applicant for the land taken for the highway, but shall be presumptive evidence of the establishment of such way.

SEC. 4. Any owner, lessee, or possessor of lands having coal, stone, lead, or other mineral thereon, who has paid the damages assessed for highways established under this act, may construct, use, and maintain a railway on such way, for the purpose of reaching and operating any quarry or mine on such land and of transporting the products thereof to market. In the giving of the notices required by this act, the applicant shall state whether a railway is to be constructed and maintained on the way sought to be established; and if it be so stated the jury shall consider that fact in the assessment of damages.

SEC. 5. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the State Register, and State Leader, newspapers published at Des Moines, Iowa.

Approved, March 18th, 1874.

I hereby certify that the foregoing act was published at Des Moines, in *The Iowa Daily State Leader*, March 27, and in the *Iowa Daily State Register*, March 28, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

CHAPTER 128, ACTS OF SEVENTEENTH GENERAL ASSEMBLY.

TAKING PRIVATE PROPERTY FOR WORKS OF INTERNAL IMPROVEMENT.

AN ACT to Amend Section 1241 of the Code, Title 10, Chapter 4, Relating to Taking Private Property for Works of Internal Improvement.

Be it enacted by the General Assembly of the State of Iowa:

Amending section 1241, extending its provisions to corporations created by United States or any state or territory.

SECTION 1. That section 1241 of the Code be amended by inserting after the word "state," in the first line thereof, the words "or chartered by or organized under the laws of the United States or any state or territory."

SEC. 2. This act, being deemed of immediate importance, shall take effect and be in force from and after its publication in the *Daily State Register*, published at Des Moines, and the *Daily Nonpareil*, published in Council Bluffs, Iowa, without expense to the state.

Approved, March 25, 1878.

I hereby certify that the foregoing act was published in *The Iowa State Register*, March 29, and in the *Council Bluffs Nonpareil* March 30, 1878.

JOSIAH T. YOUNG, *Secretary of State*.

May take lands for water purposes.

SEC. 1242. It may, also, take and hold additional real estate at its water-stations, for the purpose of constructing dams and forming reservoirs of water to supply its engines. Such real estate shall, if the owner requests it, be set apart in a square or rectangular shape, including all the overflowed land, by the commissioners as hereafter provided; but the owner of the land shall not be deprived of access to the water or the use thereof in common with the company on his own land. And the dwelling-house, out-house, orchards, and gardens of any person shall not be overflowed or otherwise injuriously affected by any proceeding under this section.

Pipes may be laid down not to exceed three-fourths of a mile.

SEC. 1243. Any such railway corporation may lay down pipes through any land adjoining the track of the railway, not to a greater distance than three-fourths of a mile therefrom, unless by consent of the owners of the land through which the pipes may pass beyond that distance, and maintain and repair such pipes, and thereby conduct water for the supply of its engines from any running stream; and shall, without unnecessary delay, after laying down or repairing such pipes, cover the same so as to restore the surface of the land through which they may pass to its natural

grade; and shall, as soon as practicable, replace any fence that it may be necessary to open in laying down or repairing such pipes; and the owner of the land through which the same may be laid, shall have a right to use the land through which such pipes pass in any manner so as not to interfere therewith; said pipes shall not be laid to any spring, nor be used so as to injuriously withdraw the water from any farm; *provided*, that such corporation shall be liable to the owner of any such lands for any damages occasioned by laying down, regulating, keeping open, or repairing such pipes, such damages to be recoverable from time to time as they may accrue in any ordinary action in any court of competent jurisdiction.

MANNER OF CONDEMNATION.

SEC. 1244. If the owner of any real estate, necessary to be taken for either of the purposes mentioned in the three preceding sections, refuse to grant the right-of-way, or other necessary interest in said real estate required for such purposes, or, if the owner and the corporation cannot agree upon the compensation to be paid for the same, the sheriff of the county in which said real estate may be situated, shall, upon the application of either party, appoint six disinterested freeholders of said county, not interested in a like question, who shall inspect said real estate and assess the damages which said owner will sustain by the appropriation of his land for the use of said corporation, and make report in writing to the sheriff of said county, and if said corporation shall, at any time before it enters upon said real estate for the purpose of constructing said railway, pay to said sheriff for the use of said owner, the sum so assessed and returned to him as aforesaid, it may construct and maintain its railway over and across such premises.

Sheriff to summon jury to assess damages.

SEC. 1245. The application to the sheriff shall be in writing, and the freeholders appointed shall be the commissioners to assess all damages to the owners of real estate in said county, and said corporation, or the owner of any land therein, may, at any time after their appointment, have the damages assessed in the manner herein prescribed by giving the other party five days notice thereof in writing, specifying therein the day and hour when such commissioners will view the premises, which shall be served in the same manner as original notices.

Jury to assess all damages in the county and give notice of their meeting.

SEC. 1246. If the owner of any lands is a minor, insane, or other person under guardianship, the guardian of such minor, insane, or other person, may, under the direction of the circuit judge, agree and settle with said corporation for all damages by the reason of the taking of such lands for any of the purposes aforesaid, and may give valid conveyances of such land.

Provision as to minor or insane owners.

SEC. 1247. If the owner of such lands is a non-resident

How non-res-
ident owner is
notified.

of the county in which the same are situate, no demand of the right-of-way, or other purpose for which such lands are desired, shall be necessary, except the publication of a notice, which may be in the following form:

NOTICE—For the application of lands for railway purposes. To (here name each person whose land is to be taken or affected,) and all other persons having any interest in, or owning any of the following real estate, (here describe the land by its congressional numbers in tracts not exceeding one-sixteenth of a section, or, if the land consists of lots in a town or city, by the numbers of the lot and block.) You are hereby notified that the..... has located its railway over the above described real estate, and desires the right-of-way over the same, to consist of a strip or belt of land....feet in width, through the center of which the centre line of said railroad will run, together with such other land as may be necessary for bermes, waste banks, and borrowing pits, and for wood and water stations, (or desires the same for the purposes mentioned in sections twelve hundred and forty-two, and twelve hundred and forty-three of this chapter, as the case may be,) and unless you proceed to have the damages to the same appraised on or before.....day of....., A. D., 18... (which time must be at least four weeks after the first publication of the notice,) said company will proceed to have the same appraised on the.....day of....., (which must be at least eight weeks after the first publication of the notice,) at which time you can appear before the appraisers that may be selected.

.....Railway Company.

By.....attorney, or.....agent.

Publication of notice to non-resident owner. SEC. 1248. Said notice shall be published in some newspaper in the county, if there be one, if there is none, then in a newspaper published in the nearest county through which the proposed railway is to run, for at least eight successive weeks prior to the fixed day for the appraisement at the instance of the corporation.

How appraisement is to be made and returned. SEC. 1249. At the time fixed in either aforesaid notices, the appraisement may be made and returned in tracts larger than forty acres, and all the lands appearing of record to belong to one person and lying in one tract, may be included in one appraisement and return, unless the agent or attorney of the corporation, or the commissioners, has actual knowledge that the tract does not wholly belong to the person in whose name it appears of record; and in case of such knowledge, the appraisement shall be made of the different parcels, as they are known to be owned.

Provision as to dwelling house, out-house, orchard or garden of owner. SEC. 1250. If it appears from the finding of the commissioners that the dwelling-house, out-house, orchard, or garden, of the owner of any land taken will be overflowed or otherwise injuriously affected by any dam or reservoir to be constructed under section twelve hundred and forty-two

of this chapter, such dam shall not be erected until the question of such overflowing or other injury has been determined upon appeal in favor of the corporation.

SEC. 1251. In case of the death, absence, neglect, or refusal, of any of said freeholders to act as commissioners as aforesaid, the sheriff shall summon other freeholders to complete the panel. How vacancies on jury are filled by sheriff.

SEC. 1252. The corporation shall pay all the costs of the assessment made by the commissioners and those occasioned by the appeal, unless on the trial thereof a less amount of damages is awarded than was allowed by the commissioners. Rule as to costs of condemnation and appeal.

SEC. 1253. The report of the commissioners, where the same has not been appealed from, and the amount of damages assessed and costs have been deposited with the sheriff, or, if an appeal is taken and the amount of damages assessed on the trial thereof has been paid to the sheriff, may be recorded in the record of deeds in the county where the land is situate, and such record shall be presumptive evidence of title in the corporation to the property so taken, and shall constitute constructive notice of the rights of such corporation therein. Provision for record of proceedings.

APPEALS.

SEC. 1254. Either party may appeal from such assessment of damages to the circuit court within thirty days after the assessment is made, by giving the adverse party or, if such party is the corporation, its agent or attorney, and the sheriff, notice in writing that such appeal has been taken; the sheriff shall thereupon file a certified copy of so much of the appraisement as applies to the part appealed from, and said court shall thereupon take jurisdiction thereof and try and dispose of the same as in actions by ordinary proceedings. The land owner shall be plaintiff and the corporation defendant. How appeal may be taken.

SEC. 1255. An appeal shall not delay the prosecution of the work upon said railway, if said corporation pays or deposits with the sheriff the amount assessed by the commissioners; said sheriff shall not pay such deposit over to the person entitled thereto after the service of notice of an appeal, but shall retain the same until the determination thereof. When appeal shall not delay work.

SEC. 1256. An acceptance by the land owner of the damages awarded by the commissioners shall bar his right to appeal. Loses right of appeal.

SEC. 1257. On the trial of the appeal, no judgment shall be rendered except for costs; the amount of damages shall be ascertained and entered of record, and, if no money has been paid or deposited with the sheriff, the corporation shall pay the amount so ascertained, or deposit the same with the sheriff before entering upon the premises. Trial and judgment.

Rule where
damages are
increased on
appeal.

SEC. 1258. If, on the trial of the appeal, the damages awarded by the commissioners are increased, the corporation shall pay or deposit with the sheriff the whole amount of damages awarded before entering on, or, in any manner whatever, using or controlling the premises. And said sheriff, upon being furnished with a certified copy of such assessment, may remove said corporation, its agents, servants, or contractors, from said premises unless the amount of the assessment is forthwith paid or deposited with him.

Rule where
damages are
decreased on
appeal.

SEC. 1259. If the amount of the damages awarded by the commissioners is decreased on the trial of the appeal, the amount assessed on the trial of such appeal only shall be paid the land owners.

NON-USER.

Effect of non-
use for ten
years.

SEC. 1260. In any case where a railway, constructed in whole or in part, has ceased to be operated or used for more than ten years, or in any case where the construction of a railway has been commenced, and work on the same has ceased for more than ten years, and the same remains unfinished, it shall be deemed and taken that the corporation or person thus in default has abandoned all right and privilege over so much as remains unfinished as aforesaid.

CHAPTER 65, ACTS OF FIFTEENTH GENERAL ASSEMBLY.

AN ACT to Amend Section 1260, Chapter 4, Title 10, of the Code of Iowa [relating to the Taking Private Property for Works of Internal Improvement].

Be it enacted by the General Assembly of the State of Iowa, That section 1260, chapter 4, title 10, of the Code of Iowa, be and the same is hereby amended so as to read as follows :

Amends sec-
tion 1260.

SECTION 1260. In any case where a railway, constructed in whole or in part, has ceased to be operated or used for more than five years, or in any case where the construction of a railway has been commenced by any corporation or person and work on the same has ceased, and has not been in good faith resumed for more than five years, and the same remains unfinished, it shall be deemed and taken that such corporation or person thus in default has abandoned all right and privilege over so much as remains unfinished, as aforesaid, in favor of any other corporation or person which may enter upon such abandoned work as provided in section 1261.

Approved, March 21st, 1874.

SEC. 1261. In every such case of abandonment, an other corporation may enter upon such abandoned work, or any part thereof, and acquire the right-of-way over the same and the right to any unfinished work or grading found

thereon and the title thereto, by proceeding in the manner provided, and conforming in all particulars as near as may be to the provisions of this chapter; but parties who have previously received compensation in any form for the right-of-way on the line of such abandoned railway, which has not been refunded by them, shall not be permitted to recover the second time, but the value of such road-bed and right-of-way, excluding the work done thereon, when taken for a new company, shall be assessed to the former company or its legal representative.

Another company may condemn unused right of way.

CROSSING HIGHWAYS.

SEC. 1262. Any such corporation may raise or lower any turnpike, plank road, or other highway, for the purpose of having its railway pass over or under the same; and in such cases said corporation shall put such highway, as soon as may be, in as good repair and condition as before such alteration.

Company may raise or lower highways at crossings.

CHAPTER 47, ACTS OF THE FIFTEENTH GENERAL ASSEMBLY.

AN ACT to Amend Chapter Four (4) of Title X. of the Code, on "taking Private Property for Works of Internal Improvement."

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That section 1262, of chapter 4, of the Code be amended so as to read as follows:

"Any such corporation may raise or lower any turnpike, plank-road, or other highway, for the purpose of having its railway cross over or under the same; and in such cases said corporation shall put such highway, as soon as may be, in as good repair and condition as before such alteration at such place of crossing."

Amending section 1262.

SEC. 2. This bill being of immediate importance shall take effect and be in force thirty days after its publication in the Iowa State Register and the Des Moines Leader, according to law.

Approved, March 18, 1874.

I hereby certify that the foregoing act was published in *The Iowa Daily State Leader* March 27, and in *The Iowa Daily State Register* March 28, 1874.

JOSIAH T. YOUNG, *Secretary of State*.

SEC. 1263. If the supervisor, trustees, city council, or other person having jurisdiction over such highway require further or different repairs or alterations made thereon, or if the same, in their opinion, is unsafe, they shall give notice thereof in writing to any agent or officer of the corporation, and if the parties are unable to agree respecting the same, either may apply by petition, setting out the facts, to the

Proper authorities of city, town or county may require repairs, &c.

circuit court, or judge thereof, and such court or judge shall cause reasonable notice to be given the adverse party of the application; the petition shall be filed in the clerk's office, and may be answered as in other cases. The court shall determine the matter in a summary way and make the necessary orders in relation thereto, giving such corporation a reasonable time to comply therewith, and upon failure to do so, said court may enjoin the corporation from using so much of its road as interferes with any such highways, and the court may award costs in favor of the prevailing party.

When raising or lowering highways comp'ny must constr'ct temporary ways. SEC. 1264. Every such corporation, when employed in raising and lowering any highway, or in making any other alteration by means of which the same may be obstructed, shall provide and keep in good order suitable temporary ways to enable travelers to avoid or pass such obstructions.

May cross other railways, canals and water courses, but not to impede travel. SEC. 1265. Any such corporation may construct and carry its railway across, over, or under any railway, canal, or water course, when it may be necessary in the construction of the same; and in such cases said corporation shall so construct its crossings as not unnecessarily to impede the travel, transportation or navigation upon the railway, canal, or stream so crossed; said corporation shall be liable for the damages occasioned by any corporation or party injured by reason of said crossing.

Bridges across other railways, canals, &c., to be kept in repair by company erecting the same. SEC. 1266. Every such corporation shall maintain and keep in good repair all bridges, with their abutments, which it may construct for the purpose of enabling its railway, to pass over or under any turnpike, highway, canal, water-course, or other way.

Damages for neglect of duties as to crossings. SEC. 1267. Every such corporation shall be liable for all damages sustained by any person in consequence of any neglect of the provisions of this chapter.

Cattle guard and crossing to be kept by company for owner of lands on each side of railway. SEC. 1268. When any person owns land on both sides of any railway, the corporation owning the same, shall, when requested so to do, make and keep in good repair one cattle guard and one causeway or other adequate means of crossing the same, at such reasonable place as may be designated by the owner.

Right-of-way granted for other works of internal improvement. SEC. 1269. When any corporation or person desires to construct a canal, turnpike, graded, macadamized, or plank road, or a bridge, as a work of public utility, although for private profit, such corporation or person may take such private property as may be deemed necessary for right-of-way, not exceeding one hundred feet in width, by pursuing the course prescribed in this chapter, all the provisions of which are made applicable in similar cases.

Cities and towns may condemn for streets, etc. SEC. 1270. Cities and incorporated towns may exercise the powers herein conferred for the purpose of taking private property for streets, alleys, and market house sites.

SEC. 1271. Whenever, in the opinion of the governor, the public interest requires the construction of any drains, sewers, or other conveniences for the benefit of the peniten-

tiary, hospitals for the insane, or any other institutions of the state, upon or across lands being private property, the same proceedings may be had in the name of the state as provided in this chapter, and for that purpose the state shall be considered a person, and the proceedings shall be conducted by the district attorney of the district in which the land is situated whenever directed by the governor, or, the governor may appoint some other person for that purpose. May take property for drains and sewers for public buildings.

CHAPTER 75, ACTS OF SIXTEENTH GENERAL ASSEMBLY.

TAKING AND CONDEMNING PRIVATE PROPERTY TO USE OF THE STATE.

AN ACT to Repeal Section 1271, [Chapter 4, Title X: "Taking Private Property for Works of Internal Improvement"] of the Code of 1873, and enact a Substitute therefor.

Be it enacted by the General Assembly of the State of Iowa :

[SECTION 1.] That section 1271, of the Code of 1873, be and the same is hereby repealed, and the following enacted in lieu thereof, to-wit:

SEC. 1271. Whenever, in the opinion of the governor, the public interest requires the taking of any real estate for the making or construction of any drains, sewers, yards, walls, buildings, or other improvements or conveniences for the use or benefit of the penitentiaries, hospitals for the insane, or any other institution of the state, upon or across lands being private property, the same proceedings may be had in name of the state as provided in this chapter, and for that purpose the state shall be considered a person, and the proceedings shall be conducted by the district attorney of the district in which the land is situated, whenever directed by the governor, or the governor may appoint some other person for that purpose. Amends section 1271.

Approved, March 10, 1876.

SEC. 1272. Whenever the amount of damages contemplated in the preceding section is finally determined, the sheriff or clerk, as the case may be, shall certify the amount thereof to the governor, who shall, by an order endorsed thereon, direct the payment of the same, and the auditor of state shall issue a warrant on the treasury for the amount, which shall be paid with any money not otherwise appropriated. When the money is paid to the sheriff or person entitled thereto, the state, through its proper agent or officer, may enter on the premises and construct the desired work. Damages, how paid.

TITLE IX, CHAPTER 1.

OF CORPORATIONS FOR PECUNIARY PROFIT.

Who may incorporate. SEC. 1058. Any number of persons may associate themselves and become incorporated for the transaction of any lawful business, including the establishment of ferries, the construction of canals, railways, bridges, or other works of internal improvement; but such incorporation confers no power or privilege not possessed by natural persons; except as hereinafter provided.

Powers of corporation. SEC. 1059. Among the powers of such body corporate are the following:

1. To have perpetual succession;
2. To sue and be sued by its corporate name;
3. To have a common seal, which it may alter at pleasure;
4. To render the interests of the stockholders transferable;
5. To exempt the private property of its members from liability for corporate debts, except as herein otherwise declared;
6. To make contracts, acquire and transfer property, possessing the same powers in such respects as private individuals now enjoy;
7. To establish by-laws, and make all rules and regulations deemed expedient for the management of their affairs in accordance with law.

Articles to be recorded. SEC. 1060. Previous to commencing any business, except that of their own organization, they must adopt articles of incorporation, which must be recorded in the office of the recorder of deeds of the county where the principal place of business is to be, in a book to be kept therefor; the recorder must record such articles as aforesaid, within five days after the same are filed in his office, and certify thereon the time when the same was filed in his office, and the book and page where the record thereof will be found. The said articles shall be then recorded in the office of the secretary of state, in a book kept for that purpose.

Highest amt of indebtedness fixed. SEC. 1061. Such articles of incorporation must fix the highest amount of indebtedness or liability to which the corporation is at any one time to be subject, which must in no case, except in that of risks of insurance companies, exceed two-thirds of its capital stock.

Notice how published. SEC. 1062. A notice must also be published, for four weeks in succession, in some newspaper as convenient as practicable to the principal place of business.

What the notice must contain. SEC. 1063. Such notice must contain:

1. The name of the corporation and its principal place of transacting business;
2. The general nature of the business to be transacted;
3. The amount of capital stock authorized, and the times and conditions on which it is to be paid in;

4. The time of the commencement and termination of the corporation;

5. By what officers or persons the affairs of the corporation are to be conducted, and the times at which they will be elected;

6. The highest amount of indebtedness to which the corporation is at any time to subject itself,

7. Whether private property is to be exempt from corporate debts.

SEC. 1064. The corporation may commence business as soon as the articles are filed in the office of the recorder of deeds, and their doings shall be valid if the publication in a newspaper is made, and the copy filed in the office of the Secretary of State within three months from such filing in the recorder's office. When corporation may commence business.

SEC. 1065. No change in any of the above matters shall be valid, unless recorded and published as the original articles are required to be. How original articles may be changed.

SEC. 1066. No corporation can be dissolved prior to the period fixed in the articles of incorporation, except by unanimous consent, unless a different rule has been adopted in their articles. How corporation can be dissolved.

SEC. 1067. The same period of newspaper publication must precede any such premature dissolution of a corporation as is required at its creation. Notice for dissolution, how made.

SEC. 1068. A failure to comply substantially with the foregoing requisitions in relation to organization and publicity, renders the individual property of the stockholders liable for the corporate debts. But this section shall not be deemed applicable to railway corporations and corporators, and stockholders in railway companies shall be liable only for the amount of stock held by them in said companies. When corporations become individually liable.

DURATION.

SEC. 1069. Corporations for the construction of any work of internal improvement, or for the business of life insurance, may be formed to endure fifty years; those formed for other purposes cannot exceed twenty years in duration; but in either case they may be renewed, from time to time, for periods not greater respectively than was at first permissible, if three-fourths of the votes cast at any regular election for that purpose be in favor of such renewal, and if those wishing a renewal will purchase the stock of those opposed to the renewal at its fair current value. Term for which incorporated.

SEC. 1070. Corporations for agricultural and horticultural purposes, and cemetery associations, may be formed to endure any length of time that may be provided in the articles of incorporation; but the general assembly may, at any session, fix a time when all such corporations shall be dissolved. Such corporations shall not own to exceed nine sections of land, and the improvements and necessary per- Corporations for agricultural, horticultural and cemetery purposes.

sonal property for the proper management thereof; and the articles of incorporation shall provide a mode by which any member may, at any time, withdraw therefrom, and also the mode of determining the amount to be received by such member upon withdrawal and for the payment thereof to such member, subject only to the rights of the creditors of such corporation.

FRAUD AND ITS CONSEQUENCES.

Penalty for intentional fraud.

SEC. 1071. Intentional fraud in failing to comply substantially with the articles of incorporation, or in deceiving the public or individuals in relation to their means or their liabilities, shall subject those guilty thereof to fine and imprisonment, or both, at the discretion of the court. Any person who has sustained injury from such fraud, may also recover damages therefor against those guilty of participating in such fraud.

Diversión of funds a fraud.

SEC. 1072. The diversion of the funds of the corporation to other objects than those mentioned in their articles and in the notices published as aforesaid, if any person be thereby injured, and the payment of dividends which leave insufficient funds to meet the liabilities of the corporation, shall be deemed such frauds as will subject those concerned to the penalties of the preceding section, and such dividends, or their equivalent, in the hands of individual stockholders shall be subject to said liabilities.

Dividends by insurance company's not a diversion in certain cases.

SEC. 1073. Dividends by insurance companies, made in good faith before their knowledge of the happening of actual losses, are not intended to be prevented or punished by the provisions of the preceding section.

How corporation may be forfeited.

SEC. 1074. Either such failure, or the practice of fraud in the manner hereinbefore mentioned, shall cause a forfeiture of all the privileges hereby conferred, and the courts may proceed to wind up the business of the corporation by an information in the manner prescribed by law.

Penalty for keeping false books.

SEC. 1075. The intentional keeping of false books or accounts by any corporation, whereby any one is injured, is a misdemeanor on the part of those concerned therein, and any person shall be presumed to be concerned therein whose duty it was to see that the books and accounts were correctly kept.

By-laws to be posted.

SEC. 1076. A copy of the by-laws of the corporation, with the name of all its officers appended thereto, must be posted in the principal places of business, and be subject to public inspection.

Statement of capital stock to be published.

SEC. 1077. A statement of the amount of capital stock subscribed, the amount of capital actually paid in, and the amount of the indebtedness in a general way, must also be kept posted up in a like manner; which statement must be corrected as often as any material change takes place in relation to any part of the subject matter of such statement.

SEC. 1078. The transfer of shares is not valid, except as between the parties thereto, until it is regularly entered on the books of the company, so as to show the name of the person by, and to whom transferred, the numbers or other designations of the shares, and the date of the transfer; but such transfer shall not in any way exempt the person making it from any liability of said corporation created prior thereto. The books of the company must be so kept as to show intelligibly the original stockholders, their respective interests, the amount paid on their shares, and all transfers thereof; and such books, or a correct copy thereof, so far as the items mentioned in this section are concerned, shall be subject to the inspection of any person desiring the same.

Transfer of shares, how made.

SEC. 1079. Any corporation organized in accordance with the provisions of this chapter, shall cease to exist by the non-user of its franchises for two years at any one time, but such body shall not forfeit its franchises by reason of its omission to elect officers, or to hold meetings at any time prescribed by the articles of incorporation or by-laws, provided such act be done within two years of the time appointed therefor.

Franchise forfeited by non-use.

SEC. 1080. Corporations, whose charters expire by their own limitation, or the voluntary act of the stockholders, may, nevertheless, continue to act for the purpose of winding up their concerns.

As to winding up of corporations.

SEC. 1081. For the purpose of repairs, rebuilding, or enlarging, or to meet contingencies, or for the purpose of a sinking fund, the corporation may establish a fund which they may loan, and in relation to which they may take the proper securities.

Corporations may establish a sinking fund.

LIABILITY OF PRIVATE PROPERTY.

SEC. 1082. Neither anything in this chapter contained, nor any provisions in the articles of incorporation, shall exempt the stockholders from individual liability to the amount of the unpaid installments on the stock owned by them, or transferred by them for the purpose of defrauding creditors, and execution against the company may, to that extent, be levied upon the private property of any such individual.

Individual property of corporations liable in certain cases.

SEC. 1083. In none of the cases contemplated in this chapter, can the private property of the stockholders be levied upon for the payment of corporate debts, while corporate property can be found with which to satisfy the same; but it will be sufficient proof that no property can be found, if an execution has issued on a judgment against the corporation, and a demand has been thereon made of some one of the last acting officers of the body for property on which to levy, and if he neglects to point out any such property.

Corporation property must first be levied on.

SEC. 1084. Before any stockholder can be charged with

Stockholders,
how proceed-
ed against.

the payment of a judgment rendered for a corporate debt, an action shall be brought against him, in any stage of which he may point out corporate property subject to levy; and upon his satisfying the court of the existence of such property, by affidavit or otherwise, the cause may be continued, or execution against him stayed, until the property can be levied upon and sold, and the court may subsequently render judgment for any balance which there may be after disposing of the corporate property; but, if a demand of property has been made as contemplated in the preceding section, the costs of said action shall, in any event, be paid by the company or the defendant therein, but he shall not be permitted to controvert the validity of the judgment rendered against the corporation unless it was rendered through fraud and collusion.

Rights of con-
tribution
granted to
stockholders,
&c

SEC 1085. When the private property of a stockholder is taken for a corporate debt, he may maintain an action against the corporation for indemnity, and against any of the other stockholders for contribution.

Franchise of
property may
be sold on ex-
ecution.

SEC. 1086. The franchise of a corporation may be levied upon under execution and sold, but the corporation shall not become thereby dissolved, and no dissolution of the original corporation shall affect the franchise, and the purchaser becomes vested with all the powers of the corporation therefor. Such franchise shall be sold without appraisement.

Courts may
compel cor-
poration to
produce its
books.

SEC. 1087. In any proceedings by or against a corporation, or against a stockholder, to charge his private property or the dividends received by him, the court is invested with power to compel the officers to produce the books of the corporation, on the motion of either party, upon a proper cause being shown for that purpose.

A single indi-
vidual may
have advan-
tages of incor-
poration.

SEC. 1088. A single individual may entitle himself to all the advantages of this chapter, provided he complies substantially with all its requirements, omitting those which from the nature of the case are inapplicable.

Corporation
may not set
up its own
want of legal
organization
as a defense.

SEC. 1089. No body of men acting as a corporation under the provisions of this chapter, shall be permitted to set up the want of a legal organization as a defense to an action against them as a corporation; nor shall any person sued on a contract made with such a corporation, or sued for an injury to its property, or a wrong done to its interest, be permitted to set up a want of such legal organization in his defense.

Legislature
has control of
corporations.

SEC. 1090. The articles of incorporation, by-laws, rules, and regulations of corporations hereafter organized under the provisions of this title, or whose organization may be adopted or amended hereunder, shall, at all times, be subject to legislative control, and may be, at any time, altered, abridged, or set aside by law, and every franchise obtained, used, or enjoyed by such corporation, may be regulated,

withheld, or be subject to conditions imposed upon the enjoyment thereof, whenever the general assembly shall deem necessary for the public good.

CHAPTER 118, ACTS OF SIXTEENTH GENERAL ASSEMBLY.

RE-LOCATION OF RAILROADS.

AN ACT to Authorize the Re-location of Railroads.

Be it enacted by the General Assembly of the State of Iowa :

SECTION 1. Any railroad company desiring to change or remove the line of its road, after the same has been permanently located and constructed, may for that purpose file a petition in the district or circuit court in any one of the counties wherein the change or removal is proposed to be made, describing with convenient accuracy that portion of its line of road which said company seeks to have changed or removed, and asking the court to grant the right or authority to make such change or removal. To this suit, all trustees, mortgagees, or other lien holders, and all townships, cities and counties which have aided by taxation to build the road, must be made defendants by service of original notice, in the time and manner as provided by law for service of original notices.

R. R. Co. seeking to change, shall file petition in district or circuit court.

Who shall be defendants.

SEC. 2. In addition to the foregoing notice, a public notice to all whom it may concern, of the time of filing such petition, and of the object thereof and of the term of court at which the application for authority to make the change will be made, and requiring all persons desiring the repayment of money or the return of property, as in this act contemplated, to appear at such court and make good their claim therefor, must be published in a newspaper printed in each county wherein the change is to be made, for a period of ten successive weeks before the term of court at which the application is to be made. The court may order any additional notice or publication that it may deem proper.

Notice.

SEC. 3. But no railroad company shall be allowed to change or remove the line of its road after its permanent location and construction, without re-paying to the proper parties all moneys, and restoring all property, or its value, which were given or donated to the company building the same, exclusively in consideration of the said railroads being located and constructed on such line, nor without first procuring the proper consent of all parties having liens upon said railroad; and also of any township, city or county that has by taxation or by the issuing of bonds contributed money to aid in the construction thereof; *provided*, that the consent of such township, city or county shall be necessary with reference only to the change to be made within its own territorial limits.

Before change can be made R. R. Co. must repay moneys and return prop'rt'y.

With consent of lien-holders.

Court shall
make order.

SEC. 4. If the court is satisfied that due and proper notice has been given, and that the consent of the proper parties, as herein contemplated, has been duly obtained, it shall order and adjudge in favor of all persons who have appeared and established their claims thereto, the re-payment of all moneys, and the return of all property, or its value, which were given or donated to the company exclusively in consideration of the roads being located on the line from which it is proposed to make the removal, and shall declare and adjudge all persons not so appearing and establishing their claims as aforesaid, forever thereafter debarred and estopped from setting up or asserting the same. The court may, if the public interest demand it, make an order authorizing the railroad company to change or remove the location of its road, as asked for in the petition, but such order must be on the condition that all claims for the re-payment of money, or the return of property, which may be allowed by the court, as herein provided, shall be first paid or satisfied.

Effect of re-
moval on
liens, mort-
gages, etc.

SEC. 5. All mortgage liens or other incumbrances on the line of road which the company is authorized by the court to change, shall be and remain valid liens and incumbrances on the line of road to which the change is made, and shall take priority of all other liens and incumbrances upon such new line of road.

Township
trustees to ap-
pear for their
respective
townships.
Proviso.

To what roads
this shall ap-
ply.

SEC. 6. For the purpose of this act, the trustees of each township shall be served with notice, and shall be authorized to represent and act for their respective townships; *provided*, that no vested right of any person or persons, living on and along the line of any railroad removed under the provisions of this act, shall be defeated or affected by this act; *and provided, further*, that the provisions of this act shall apply only to such railroads as were constructed prior to the year one thousand eight hundred and sixty-six.

Cuts to be
filled and
banks leveled
upon remov-
al

SEC. 7. That when any railroad company shall take up their track and relocate the same under the provisions of this act, shall fill up the cuts and level down the banks, or cause the same to be done, within two years from the time of taking up such track.

Approved, March 15, 1876.

CHAPTER 152, ACTS OF THE SEVENTEENTH GENERAL ASSEMBLY.

AN ACT to Exempt Certain Railroads from the Operation of Section 7, of Chapter 118, of the Laws of the Sixteenth General Assembly.

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. That the provisions of section seven (7) of chapter 118, of the laws of the Sixteenth General Assembly, shall not apply to any railroad which has its initial

point at any town upon the Mississippi river, and which had in the year 1859 sixty-three miles and no more of completed track from such initial point, and provided that the exemption from the provisions of said section shall only apply a distance of sixty-three miles from the initial point of any such railroad.

Limitation of
sec. 7, of chap-
ter 118, acts of
Sixteenth
General As-
sembly.

SEC. 2. This act, being deemed of immediate importance, shall be in force and effect from and after its publication in the Daily Register, and Daily Leader, newspapers published at Des Moines, Iowa.

Publication.

Approved, March 25, 1878.

CHAPTER 77, ACTS OF THE SEVENTEENTH GENERAL ASSEMBLY.

ESTABLISHING A BOARD OF RAILROAD COMMISSIONERS.

AN ACT to Repeal Chapter 68, Acts of the Fifteenth General Assembly, and provide for the establishment of a Board of Railroad Commissioners, and defining their duties and term of office.

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa*, That chapter 68 of the acts of the Fifteenth General Assembly, excepting sections 1, 2, and 7 thereof, be and the same is hereby repealed, and the following be enacted:

SEC. 2. The Governor, with the advice and consent of the Executive Council, shall, before the first day of April next, appoint three competent persons (one of whom shall be a civil engineer), who shall constitute a Board of Railroad Commissioners, and who shall hold their offices from the date of their respective appointment for the terms of one, two and three years, respectively, from the first day of April next. The Governor shall, in like manner, before the first day in April of each year thereafter, appoint a Commissioner, to continue in office for the term of three years from said day, and in case any vacancy occurs in the said board by resignation or otherwise, shall in the same manner appoint a commissioner for the residue of the term, and may remove such Commissioners, and appoint others to fill their vacancy at any time, in the discretion of the Governor and Executive Council. No person owning any bonds, stock or property in any railroad company, or who is in the employment of, or who is in any way or manner pecuniarily interested in any railroad corporation, shall be eligible to the office of Railroad Commissioner. Said Commissioners shall be qualified electors of the state. The Commissioners shall, as nearly as practicable, be selected, one from the eastern, one from the central, and one from the western portions of the state.

Establishing
a Board of
Railroad
Commission-
ers.

SEC. 3. Said Commissioners shall have the general supervision of all railroads in the state operated by steam,

and shall inquire into any neglect or violation of the laws of this state by any railroad corporation doing business therein, or by the officers, agents or employes thereof, and shall also, from time to time, carefully examine and inspect the condition of each railroad in the state, and of its equipment, and the manner of its conduct and management, with reference to the public safety and convenience; and for the purpose of keeping the several railroad companies advised as to the safety of their bridges, shall make a semi-annual examination of the same, and report their condition to the said companies. And if any bridge shall be deemed unsafe by the commissioners, they shall notify the railroad company immediately, and it shall be the duty of said railroad company to repair and put in good order, within ten days after receiving said notice, said bridge, and in default thereof said Commissioners are hereby authorized and empowered to stop and prevent said railroad company from running or passing its trains over said bridge while in its unsafe condition. Whenever in the judgment of the Railroad Commissioners it shall appear that any railroad corporation fails in any respect or particular to comply with the terms of its charter, or the laws of the state, or whenever in their judgment any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to or change of its station or station houses, or any change in its rates of fare for transporting freight or passengers, or any change in the mode of operating its road and conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, said Railroad Commissioners shall inform such railroad corporation of the improvements and changes which they adjudge to be proper, by a notice thereof in writing, to be served by leaving a copy thereof, certified by the Commissioner's clerk, with any station agent, clerk, treasurer, or any director of said corporation, and a report of the proceedings shall be included in the annual report of the Commissioners to the legislature. Nothing in this section shall be construed as relieving any railroad company from their present responsibility or liability for damage to person or property.

SEC. 4. The said Railroad Commissioners shall on or before the first Monday in December in each year make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the working of the system of railroad transportation in this state, and its relation to the general business and prosperity of the citizens of the state, and such suggestions and recommendations in respect thereto as may to them seem appropriate. Said report shall also contain as to every railroad corporation doing business in this state—

First. The amount of its capital stock.

Second. The amount of its preferred stock, if any, and the condition of its preferment.

Third. The amount of its funded debt and the rate of interest.

Fourth. The amount of its floating debt.

Fifth. The cost and actual present cash value of its road and equipment, including permanent way buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.

Sixth. The estimated value of all other property owned by such corporation, with a schedule of the same, not including lands granted in aid of its construction.

Seventh. The number of acres originally granted in aid of construction of its road by the United States or by this state.

Eighth. Number of acres of such lands remaining unsold.

Ninth. A list of its officers and directors, with their respective places of residence.

Tenth. Such statistics of the road, and of its transportation business for the year, as may in the judgment of the Commissioners be necessary and proper for the information of the General Assembly, or as may be required by the Governor. Such report shall exhibit and refer to the condition of such corporation on the first day of July of each year, and the details of its transportation business transacted during the year ending June 30.

Eleventh. The average amount of tonnage that can be carried over each road in the state with an engine of given power.

SEC 5. To enable said Commissioners to make such a report, the president or managing officer of each railroad corporation doing business in this state shall annually make to the said commissioners, on the fifteenth day of the month of September, such returns in the form which they may prescribe, as will afford the information required for their said official report; such returns shall be verified by the oath of the officer making them; and any railroad corporation whose returns shall not be made as herein prescribed by the fifteenth day of September, shall be liable to a penalty of one hundred dollars for each and every day after the sixteenth day of September that such returns shall be wilfully delayed or refused.

SEC. 6. The said Commissioners shall hold their office in the capitol or at some other suitable place in the city of Des Moines. They shall receive a salary of three thousand dollars per annum, to be paid as the salaries of other state officers are paid, and shall be provided at the expense of the state with necessary office furniture and stationery, and they shall have authority to appoint a secretary, who shall receive a salary of fifteen hundred dollars per annum.

REPORT OF RAILROAD COMMISSIONERS.

SEC. 7. Said commissioners and secretary shall be sworn to the due and faithful performance of the duties of their respective offices before entering upon the discharge of the same, as prescribed in section 676 of the Code; and no person in the employ of any railroad corporation, or holding stock in any railroad corporation, shall be employed as secretary. Each of said Commissioners shall enter into bonds, with security to be approved by the Executive Council, in the sum of ten thousand dollars, conditioned for the faithful performance of his duties.

SEC. 8. To provide a fund for the payment of the salaries and current expenses of the Board of Commissioners, they shall certify to the Executive Council, on or before the first day of January in each year, the amount necessary to defray the same, which amount shall be divided *pro rata* among the several railway corporations, according to the assessed valuation of their property in the state. The Executive Council shall thereupon certify to the board of supervisors of each county the amount due from the several railway corporations located and operated in said county. And the board of supervisors shall cause the same to be levied and collected as other taxes upon railway corporations, and the county treasurer shall account to the state for the same, as provided by law for other state funds.

SEC. 9. The said Commissioners shall have power, in the discharge of the duties of their office, to examine any of the books, papers or documents of any such corporation, or to examine under oath or otherwise, any officer, director, agent or employe of any such corporation; they are empowered to issue subpoenas and administer oaths in the same manner and with the same power to enforce obedience thereto in the performance of their said duties as belong and pertain to courts of law in this state; and any person who may wilfully obstruct said Commissioners in performance of their duties, or who may refuse to give any information within his possession that may be required by said Commissioners within the line of their duty shall be deemed guilty of a misdemeanor, and shall be liable, on conviction thereof, to a fine not exceeding one thousand dollars, in the discretion of the court, the cost of such subpoenas and investigation to be first paid by the state on the certificate of said Commissioners.

SEC. 10. It shall be the duty of any railroad corporation, when within their power to do so, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling the same, at any depot on the line of its road; and also receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or sta-

tions on the line of its road, to be loaded or discharged, or reloaded and returned to the road so connecting; and for compensation it shall not demand or receive any greater sum than is accepted by it from any other connecting railroad for a similar service.

SEC. 11. No railroad corporation shall charge, demand or receive from any person, company or corporation, for the transportation of persons or property, or for any other service a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation for a like service, from the same place, or upon like condition and under similar circumstances; and all concessions of rates, drawbacks and contracts for special rates shall be open to and allowed all persons, companies and corporations alike, at the same rate per ton per mile by car load, upon like condition and under similar circumstances, unless by reason of the extra cost of transportation per car load, from a different point, the same would be unreasonable and inequitable; and shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point.

SEC. 12. No railroad company shall charge, demand or receive from any person, company or corporation an unreasonable price for the transportation of persons or property, or for the handling or storing of freight, or for the use of its cars or for any privilege or service afforded by it in the transaction of its business as a railroad corporation.

SEC. 13. Any railroad corporation which shall violate any of the provisions of this act, as to extortion or unjust discrimination, shall forfeit for every such offense, to the person, company or corporation aggrieved thereby, three times the actual damage sustained, or overcharges paid by the said party aggrieved, together with the cost of suit and a reasonable attorney's fee to be fixed by the court; and if an appeal be taken from the judgment, or any part thereof, it shall be the duty of the appellate court to include in the judgment an additional reasonable attorney's fee, for services in the appellate court or courts, to be recovered in a civil action thereof. And in all cases where complaint shall be made in accordance with the provisions of section 15 hereinafter provided, that an unreasonable charge is made, the Commissioners shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and all cases of a failure to comply with the recommendation of the Commissioners, shall be embodied in the report of the Commissioners to the Legislature, and the same shall apply to any unjust discrimination, extortion or overcharge by said company, or other violation of law.

SEC. 14. Upon the occurrence of any serious accident upon a railroad, which shall result in personal injury or loss of life, the corporation operating the road upon which the ac-

cident occurred shall give immediate notice thereof to the Commissioners, whose duty it shall be, if they deem it necessary, to investigate the same, and promptly report to the Governor the extent of the personal injury or loss of life, and whether the same was the result of the mismanagement or neglect of the corporation on whose line the injury or loss of life occurred. *Provided*, That such report shall not be evidence, or referred to in any case in any court.

SEC. 15. It shall be the duty of said Commissioners, upon the complaint and application of the mayor and alderman of any city, or the mayor and council of any incorporated town, or the trustees of any township, to make an examination of the rate of passenger fare, or freight tariff charged by any railroad company, and of the condition or operation of any railroad, any part of whose location lies within the limits of such city, town or township; and if twenty-five or more legal voters in any city or township shall by petition, in writing, request the mayor and aldermen of such city, or the trustees of such township, to make the said complaint and application, and the mayor and aldermen, or the trustees refuse or decline to comply with the prayer of the petition they shall state the reason for such non-compliance in writing upon the petition, and return the same to the petitioners, and the petitioners may thereupon, within ten days from the date of such refusal and return, present such petition to said Commissioners, and said Commissioners shall, if upon due inquiry and hearing of the petitioners, they think the public good demands the examination, proceed to make it in the same manner as if called upon by the mayor and aldermen of any city, or the trustees of any township. Before proceeding to make such examination in accordance with such application or petition, said Commissioners shall give to the petitioners and the corporation reasonable notice in writing of the time and place of entering upon the same. If upon such an examination it shall appear to said Commissioners that the complaint alleged by the applicants or petitioners is well founded, they shall so adjudge, and shall inform the corporation operating such railroad of their adjudication within ten days, and shall also report their doings to the governor, as provided in the fourth section of this act.

SEC. 16. In the construction of this act, the phrase railroad shall be construed to include all railroads and railways operated by steam, and whether operated by the corporation owning them or by other corporations or otherwise. The phrase railroad corporation shall be construed to mean the corporation which constructs, maintains or operates a railroad operated by steam power.

SEC. 17. Nothing in this act shall be construed to stop or hinder persons or corporations from bringing suit against any railroad company for any violation of any of the laws of this State for the government of railroads.

SEC. 18. All acts or parts of acts inconsistent with this act, are hereby repealed.

SEC. 19. This act being deemed of immediate importance, shall take effect and be in force from and after its publication in the Iowa State Register and Iowa State Leader, newspapers published at Des Moines, Iowa.

Approved, March 23, 1878.

Sections Nos. 1, 2 and 7 of Chapter 68 of the Acts of the Fifteenth General Assembly, not repealed, are as follows:

SECTION 1. *Be it enacted by the General Assembly of the State of Iowa,* That all railroad corporations organized or doing business in this state, their trustees, receivers, or lessees, under the laws or authority thereof, shall be limited in their maximum charges to the rates of compensation for the transportation of passengers and freight, which are herein prescribed. All railroads in this state shall be classified according to the gross amount of their respective annual earnings within the state, per mile, for the preceding year, as follows: Class "A" shall include all railroads whose gross annual earnings, per mile, shall be four thousand dollars (\$4,000) or more. Class "B" shall include all railroads whose gross annual earnings, per mile, shall be three thousand dollars (\$3,000) or any sum in excess thereof less than four thousand dollars (\$4,000). Class "C" shall include all railroads whose gross annual earnings, per mile, shall be less than three thousand dollars (\$3,000).

SEC. 2. All railroad corporations, according to their classifications as herein prescribed, shall be limited to compensation per mile for the transportation of any person, with ordinary baggage, not exceeding one hundred pounds in weight, as follows: Class "A," three cents; class "B," three and one-half cents; class "C," four cents: *Provided*, that no such corporation shall charge, demand or receive any greater compensation per mile for the transportation of children twelve years of age or under, than half the rates above prescribed: *And provided, also*, a charge of ten cents may be added to the fare of any passenger, when the same is paid upon the cars, if a ticket might have been procured within a reasonable time before the departure of the train.

SEC. 7. It shall be the duty of each railroad corporation operating a railroad in this State during the month of January, 1875, and each and every year thereafter, to make and return to the Governor a statement of its gross receipts on its entire road within this state for the year preceding and ending with the 31st day of December. Said statement shall be sworn to by the president and superintendents of the road in this state, and shall contain a detailed statement of the entire receipts for transporting freight and passengers,

and all other sources of income of the road. A failure to comply with the provisions of this section shall subject the corporation so failing, to a penalty of one hundred dollars per day, for each and every day after such report is due until it is made; to be recovered in an action in the name of the state of Iowa, for the benefit of the school fund. If the executive council shall, on examination, be satisfied of the correctness of said return, it shall be their duty to classify the different railroads in this state as hereinbefore provided, and the Governor, when there shall be any change in classification, shall issue a certificate to any corporation or corporations affected by such change, certifying to them the class to which they are respectively assigned. Any change of rates made by any railroad corporation pursuant to any change of classification, shall take effect and be in force from and after the 4th day of July following such changes. The reports from the railroad corporations of this State for the year 1873, made pursuant to the provisions of section 1280 of the Code, shall determine the classification of each road for the year ending July 3d, 1875.

APPENDIX—PART III.

DIGEST OF DECISIONS.

Dubuque Co. v. Dubuque & Pacific Railroad Co., 4 Greene, 1.

A county has the constitutional right to aid in building a railroad within its limits.

The vote of \$200,000 by Dubuque county to aid Dubuque & Pacific Railroad held regular and legal.

Section 114, Code of 1851, construed: the word road in said section construed to mean railroad. Judge Kinney dissenting.

The State v. Bissell, 4 Gr., 328.

A proposition to the voters of a county to issue bonds for stock in the Lyons Iowa Central Railroad Company, held to be submitted in sufficiently explicit form, when the ballots read "For the Lyons Railroad," or "Against the Lyons Railroad."

The stipulation of such vote being that the bonds should be issued "only in the event of said railroad being constructed and running centrally through the county," it was held the county judge had the right to issue the bonds, on being made satisfied that the road will be built centrally through the county.

Dubuque County v. Dubuque & Pacific Railroad Co., neither affirmed nor overruled. Judge Greene dissenting.

Burlington & Missouri River Railroad Company v. Sater, 1 Clarke, 421.

Plaintiff sought to condemn right-of-way through defendant's lands. The jury assessed damages at one hundred and thirty dollars. Defendant appealed. In district court plaintiff proposed to dismiss their suit, and abandon all claim to the right-of-way. Defendant objected, and the district court sustained the objection. *Held*, that the court below erred, that plaintiff had a right to dismiss the suit upon payment of the costs.

Henry v. The Dubuque & Pacific Railroad Co., 2 Cl., 299.

In condemnation of lands for right-of-way when proceedings are concluded and damages paid, easement in perpetuity is in the railroad company or its assigns, the fee in the owner.

Everything necessary to the enjoyment of the easement belongs to the railroad company, for locating, constructing, and conveniently using and repairing the road and its appurtenances.

In the absence of statutory requirement, railroad companies are not required to fence, and no allowance of value of fence should be made.

The sole ultimate consideration is how the taking of the right-of-way at the time affects the premises in the market.

Witnesses may give their opinion of the value of the premises before and after the taking of the right-of-way.

Kennedy v. Dubuque & Pacific Railroad Co., 2 Cl., 521.

Damages in condemning right-of-way, not allowed for fence.

Taylor v. Burlington & Missouri River Railroad Co., 5 Cl., 114.

The company, defendant, was garnisheed as to moneys due its contractors. The contract authorized withholding money by company's chief engineer to pay laborers, unless satisfactory evidence had been shown to the chief engineer, of the payment. Under such circumstances, it was held defendant could not be garnisheed. A corporation can be garnisheed.

Burlington & Missouri River Railroad Co. v. White, 5 Cl., 409.

By plaintiff's articles of incorporation, stockholders could only be called for twenty-five per centum of subscription in one year, and only ten per centum at one time, and the articles could only be changed by the unanimous consent of the directors, and a change so made and duly recorded, and published as required by sections 678, 679, and 680, Code of 1851, calling for five per cent. a month, held valid.

Baldwin et ux v. The Mississippi & Missouri Railroad Co., 5 Cl., 519.

The defendant corporation has a legal residence in any county in which it operates its road or exercises corporate powers and privileges. Section 1705, Code of 1851, in relation to bringing suits, is permissive, not mandatory.

Clapp v. County of Cedar, 5 Cl., 44.

Dubuque County *v. Dubuque & Pacific Railroad Co.*, 4 G. Greene, 1, and State *v. Bissell*, 4 G. Greene, 328, holding that counties have a right to issue bonds in aid of railroad doubted and criticised but followed.

Sec. 119, Code of 1851, does not require the county judge to give thirty days' notice of the adoption by vote of the people of a proposition for subscribing to the capital stock of a railroad company.

Bonds so issued are negotiable instruments. Judge Wright dissenting.

Dubuque & Pacific Railroad Company v. Crittenden, 5 Cl., 514.

In a right-of-way case, the appeal is taken by filing in district court a claim of appeal and proper bond within thirty days from assessment.

Dubuque & Pacific Railroad Company v. Shivers, 5 Cl., 516.

Appeal in right-of-way case should not be dismissed for want of notice to adverse party within thirty days.

State of Iowa v. Chovin, 7 Cl., 205.

Passengers have a right to remain on cars, while they comply with the reasonable rules and regulations of the company, and if one is

ejected under such circumstances those ejecting him will be criminally liable, and the company answerable for all injuries sustained by him in consequence of such ejectment.

State v. Chovin, 7 Cl., 204.

A rule requiring an additional sum from those paying money on the cars to what is charged for tickets at the stations held reasonable. Judge Stockton dissenting.

Borland v. Mississippi & Missouri River Railroad Company, 8 Cl., 149.

A jury for assessment of damages for right-of-way having found a certain sum of money as damages, defendant appealed. Failing to appear and prosecute the appeal in the district court, verdict and judgment of the commissioners was affirmed. Held this was not error.

Richardson & Co. v. Burlington & Missouri River Railroad Co., 8 Cl., 260.

Notice of the commencement of suit cannot be served on a track-master. Venue is properly laid in any county through which the road passes.

Mississippi & Missouri Railroad Company v. Rosseau, 8 Cl., 373.

On appeal from assessment of damages in a right-of-way case, the case must be tried on its merits and not on exceptions.

H. G. Angle & Co. v. The Mississippi & Missouri Railroad Co., 9 Io., 489.

When a common carrier receives goods marked for a destination beyond the terminus of his route, he is presumably bound to carry and deliver them according to the marks.

Burlington & Missouri River Railroad Co. v. Sumamon, 9 Io., 293.

Appeal was taken from assessment of jury fourteen months after filing the appeal bond; *held*, error in the district court to try the cause without notice to appellee.

Stokes et al v. The County of Scott, 10 Io., 166.

The counties of this state have no power to borrow money or subscribe stock to aid in the construction of railroads. Former decisions overruled. Judge Woodward dissenting.

Chief Justice Wright: Such bonds are void either in hands of county officers, the railroad company, or third persons.

Judge Stockton: Their issue may be enjoined, or their transfer by the corporation, but in the hands of *bona fide* holders they must be held valid.

Henry v. Dubuque & Pacific Railroad Company, 10 Io., 540.

Under the constitution of 1857, railroad companies cannot take and use property before compensation is made to the owner; if they attempt to do so, they are liable as trespassers. The owner is not bound to rely on execution on the judgment or an injunction.

Hetherington & Winslow v. Hayden, Sheriff, 11 Io., 336.

A railroad company received some of its own bonds from a debtor,

in payment of the debt, with intention of re-issue; *held*, that the bonds were subject to levy and sale, under an execution against its property. Judge Wright dissenting.

Preston et al. v. Dubuque & Pacific Railroad Company, 11 Io., 15.

Timber standing on lands appropriated for right-of way, belongs to the owner of the land.

B. & M. R. R. Co. v. Spearman and City of Mt. Pleasant, 12 Io., 113.

The depot grounds of a railroad company within city limits are subject to taxes for the improvement of its streets and sidewalks.

Skinner v. Chicago & Rock Island Railroad Co., 12 Io., 192.

A railroad company has the right to require a receipt, showing that goods, when delivered to the owner, were in good condition, and the owner has an equal right to examine the goods to be delivered before executing such receipt. Such examination should be made at the place of delivery and before removal.

Milburn et al. v. The City of Cedar Rapids, and the Chicago, Iowa & Nebraska Railroad Co., 12 Io., 248.

The fee in the streets of cities and towns laid out and platted under the act approved January 25, 1839, and the Code of 1851, vests in the corporation in trust for the public and not in the owners of the lots fronting thereon. Such lot owners have only a right-of-way over the streets.

Railroads constructed over such streets by consent of the council, under authority conferred by the legislature, cannot be considered as public nuisances.

De Camp v. Mississippi & Missouri Railroad Co., 12 Io., 348.

A railroad company is liable for the careless and negligent acts of its agents in the course of the performance of their duty; but is not answerable for their criminal and willful acts.

Faxton v. McCosh, 12 Io., 527.

Under sec. 462, Code of 1851, and sec. 7, chap. 152, laws of 1858, shares of railroad stock held by non-residents are taxable in the state, and such laws are held valid.

Tallman v. Treasurer of Butler county, 12 Io., 531.

Under sec. 462, Code of 1851, lands granted to this state under the act of May 15, 1856, are not subject to taxation as lands while held by the companies, and are taxable only through the shares of the stockholders.

The City of Davenport et al. v. The Mississippi & Missouri Railroad Co., 12 Io., 539.

Under sec. 462, Code of 1851, a mortgage on its depot-grounds, rolling-stock, &c., held by a non-resident, is not taxable in this state.

Alden & Co. v. Carver, 13 Io., 253.

A warehouseman with whom goods carried by a railroad company

are stored may retain possession of the same when so instructed by the company until the back charges thereon are paid.

The State of Iowa ex rel. B. & M. R. R. Co. v. County of Wapello, 13 Io., 389.

The legislature has no power to authorize counties, as such, to become stockholders in railroad companies.

Amsden v. Dubuque & Sioux City Railroad Company, 13 Io., 135.

Defendant was in this case not held bound to carry out the contract of the Dubuque & Pacific Railroad Company.

Mississippi & Missouri Railroad Company v. Byington, 14 Io., 572.

Where a party to a proceeding to assess damages sustained by reason of the construction of a railroad through or over his lands, accepted the amount assessed, it was held that he was not thereafter entitled to appeal. He cannot have the benefit of the adjudication, and afterwards appeal therefrom.

Myers v. County of Johnson, 14 Io., 47; *McMillan et al. v. Boyles et al.*, 14 Io., 107; *Rock v. Wallace, County Judge*, 14 Io., 593.

As to validity of county bonds in aid of railroads, all follow *State of Iowa ex rel B. & M. R. R. Co. v. County of Wapello*, 13 Io., 388.

State of Iowa ex rel. Lockwood & Scholfield v. Kirkwood, Governor, 14 Io., 163.

Mandamus will not lie to compel the governor to issue certificate to the Cedar Rapids & Missouri River Railroad Company for lands under railroad grant until said company complies with sections 6 and 7 of chapter 37, laws of 1860.

Corse Bros. v. Sanford, 14 Io., 235.

On a motion for execution against a railroad company, with a clause requiring levy upon the private property of one of its stockholders, the judgment is conclusive, and it can only be shown that said judgment has been paid or discharged.

B. & M. R. R. Co. v. Boestler, 15 Io., 555.

Action to recover a subscription on the following condition: Provided the town of Fairfield is made a point on said road, and said road is put under contract in one year from the first day of September, A. D., 1858; provided, also, that said stock is not to be called in faster than five per cent. per month on the whole amount, and no instalment is to be called in on said stock until the whole road from Burlington to Fairfield is put under contract, with conditions to be built within twenty months from the time of letting such contract: *Held*, that the time named and conditions specified were conditions precedent to the right to recover, and that mere silence does not amount to waiver unless such silence is inconsistent with any other intention.

Gelpcke, Winslow & Co. v. Blake, 15 Io., 387; *Jack v. Naber*, 15 Io., 450.

Cotemporaneous parol representations cannot be set up as a defense to an action for a railroad subscription, unless it can be shown the representations were omitted by fraud, accident, or mistake.

Ten Eyck, v. Mayor of Keokuk, 15 Io., 486, *Smith v. Henry County*, 15 Io., 385.

Follow *Stokes v. County of Scott*, 10 Io., 166, as to validity of bonds issued by counties to aid railroads.

Dunham v. Isett, 15 Io., 284.

Property and revenues of a road being mortgaged to secure outstanding bonds, it did not earn enough to pay interest; *held* other creditors could not attach.

Quere : Whether under Chap. 43, Code of 1851, the franchise of a corporation may be pledged by mortgage ?

Chap. 182, laws of 1857, was retroactive, and applied to mortgages and deeds of trust executed before its enactment.

Jones v. The Galena & Chicago Union Railroad Co., 16 Io., 6.

Section 6, Chap. 169, laws 1862, giving double damages, is not inconsistent with section 6, article one, of the constitution.

The City of Davenport v. The Mississippi Railroad Co., 16 Io., 348.

The city of Davenport under sec. 1, art. 5, of its charter, has no power to levy taxes for municipal purposes upon the rolling stock of a railroad company which has its principal place of business and a portion of its road within the corporate limits of said city, such rolling stock being used by the corporation along the line of the road, as well as within the city limits.

The Dubuque & Sioux City Railroad Co. v. the City of Dubuque, 17 Io., 120.

The city of Dubuque had no power, under the corporate charter in force in 1857, to levy taxes upon the property of railroad companies otherwise than through the shares of the stockholders.

McCool v. The Galena & Chicago Union Railroad Co., 17 Io., 461.

Quere : Is a railroad company liable under section 6, chapter 169, of the laws of 1862, for killing a bull unlawfully running at large, even for gross negligence. The point is not decided by court.

Richards v. Des Moines Valley Railroad Co., 18 Io., 259.

Where a railroad company neglects and refuses to pay the compensation adjudged to be due the owner of lands for the right-of-way over the same, it may be restrained by injunction from using such way, following *Henry v. The Dubuque & Pacific Railroad Co.*, 10 Io., 540.

The Burlington & Missouri Railroad Co., v. Hayne, 19 Io., 137.

Lands included in the grants for the construction of railroads in this state, made by the act of Congress of May 15th, 1856, are liable to taxation by the state, after the railroad companies to which they were granted become possessed of the unconditional title in fee, and before they have been alienated by said companies

Mendell v. The Chicago & Northwestern Railway Co., and Godfrey v. the same, 20 Io., 9.

The "notice of loss" contemplated in section 6, chapter 169, laws of Ninth General Assembly, if it embraces all the essentials of the affida-

vit and is sworn to, accomplishes the double purpose of affidavit and notice. Service of such notice is sufficient if the original is delivered to the party. Where action is brought *against a railroad company* to recover double damages, and necessary evidence for the recovery of the same is erroneously excluded by the court, so that only *actual* damages are recovered, the supreme court, upon reversing the ruling of the court below, will not enter a judgment for double damages.

Porter v. The Chicago & Northwestern Railway Company, 20 Io., 73.

When the petition seeks to make defendant liable as a warehouseman, and the allegation thereof is denied by the answer, such denial does not confer upon the plaintiff the right to recover against the defendant in some other capacity, as in that of a common carrier. *Held*, that instructions, assuming that the defendant was sued as a common carrier were erroneous, following and approving. *Angle v. The Mississippi & Missouri Railroad Company*, 18 Iowa, 555, as to liabilities and duties of common carriers and warehousemen: When a receipt is given by a railroad company for goods before they are actually examined it is *prima facie* evidence only of what it contains; the receiptor is not concluded from showing the actual condition of the property.

Russell v. Hanley, 20 Io., 219.

As to third parties, it is the duty of railroad companies not only to fence their roads, but to keep their gates at private crossings in repair and closed. But where a road is properly fenced, and the company uses the necessary care in keeping it up in good condition, and it is thrown and left down or open by the act of third parties without the fault of the company, the liability for the injury is upon the party thus throwing down or leaving open the fence, and not upon the railroad company.

McAunich v. The Mississippi & Missouri Railroad Company, 20 Io., 338.

Section 7, of chapter 169, of the acts of 1862, entitled "an act in relation to the duties of railroad companies" is not inconsistent with section 29, article 3, of the constitution. The number of citizens affected by a law does not control its validity under section 6, article 1, and section 30, article 3, of the constitution.

No one can recover for an injury of which his own negligence was, in whole or in part, the proximate cause.

Scheckner v. Milwaukee & Prairie Du Chien Railroad Company, et al., 21 Io., 515.

Where it is alleged in a petition that a railroad company is acting wrongfully and illegally, the court will not presume that said company is acting under proper license when the same is not alleged in the pleadings.

Balcom v. The Dubuque & Sioux City Railroad Company, 21 Io., 102.

In an action against a railroad company for damages sustained by

the killing of plaintiff's cattle by running the cars of defendant over them, at a point where the public highways crossed defendant's road; *Held*, That if the cattle were not on the track by the negligence of plaintiff, the test of defendant's liability is whether, at the time of the accident, reasonable and proper care was exercised to avoid the injury.

Evans v. Burlington & Missouri Railroad Company, 21 Io., 374.

The owner of cattle is not rendered liable for trespass by allowing them to go upon a railroad where it is unfenced, at private crossings, or at other places where such right arises by a general use, with the implied assent resulting from the clear knowledge of such use and the failure to object.

The Iowa Homestead Company v. Webster County, 21 Io., 221.

It being conceded by both plaintiff and defendant that a railroad company receiving a grant of lands under the act of Congress of May 15, 1856, and the act of the general assembly of the state of Iowa, of July 14, 1856, has the right to select the lands and obtain certificates for lands situated more than twenty miles west of the completed line of their road, the question is not passed upon in this case. Under said acts the railroad company becomes liable and absolutely entitled to one hundred and twenty sections of the land granted from the completion of twenty miles in the manner in said acts contemplated, the certificates of the governor of the state and from the land department of the general government being necessary only as evidence of a title already existing, and from the completion of such twenty miles the lands to which the company thus becomes entitled are subject to taxation.

The Dubuque & Pacific Railroad Co. v. Webster county et al., 21 Io., 235.

Chapter 45, Revision of 1860, changed and repealed chapter 152, laws of 1858, and under said chapter 45, the property of the railroad company was taxable in the same manner as that of any other company of individuals. The act of April 8, 1862, was not applicable to the assessment of taxes for that year, and it had no application for any year to any taxes assessed upon property other than the track, rolling stock, and necessary buildings. The tax of one per cent. upon the gross earnings provided by section 16 of said act being in lieu only of taxes upon such track, rolling stock, and necessary buildings; all other property should be taxed in the several counties in which it lies like that of individuals. Citing and following *The Iowa Homestead Company v. Webster county et al.*, 21 Io., 221.

Treadway and wife v. The Chicago & Northwestern Railway Co., 21 Io., 351.

The defendant, a corporation organized under the laws of Illinois, and doing business in Iowa, was operating a railroad as the lessees of a domestic corporation. It appeared and filed its petition for a removal of the cause from the district court of the state to the circuit court of the United States, under section 12 of the judiciary act of 1789. *Held*, 1st--That for all jurisdictional purposes as respects the federal courts, the defendant should be regarded as a citizen of Illinois; 2d--That, doing business in this state under the sanction of its laws,

it is liable here; but it has not, by any state legislation, (if such legislation is competent,) been deprived of the right to be regarded as a citizen of Illinois, so far as concerns its right to elect, in cases specified in the judiciary act, to proceed or be proceeded against in the courts of the United States.

Fernow v. Dubuque & Southwestern Railroad Co., 22 Io., 528.

A railroad company is liable for swine killed upon its road that came upon it from the inclosure of their owner through which the right-of-way was granted to the company upon condition that it should fence the road, which it has failed to do. The local regulation in force in a county under section 1545 of the Revision of 1860, prohibiting swine and sheep from running at large and defining what shall be a legal fence, does not apply to a fence along a railroad, and they are clearly liable if the stock pass directly from the owner's inclosure to the unfenced track of the road.

Liddle v. Mt. Pleasant & M. Railroad Co., et al., 23 Io., 378.

A lessee of a railroad company who is in possession of and operating a railroad, does not come within the purview of section 6 chapter 169 of the laws of 1862, making such companies liable for stock injured upon roads operated by them, where they have a right to fence; though lessee might be held liable for stock injured through his own or employee's negligence. And if one or more individuals, without a corporate existence, should build, or run and operate, a road as their own, they would come within the spirit if not the language of the act.

The City of Clinton v. The Cedar Rapids & Missouri River Railroad, 24 Io., p. 455.

By act of March 26, 1860, the act of Congress of June 2, 1864, and its amended articles of incorporation, the defendant is authorized to build a railroad from Lyons, in Clinton county, to intersect the Chicago, Iowa and Nebraska Railroad, in the corporate limits of the city of Clinton.

The act of March 26, 1860, is not repugnant to the requirements of the constitution, article 3, section 30, requiring laws to be general and uniform in their operation throughout the state.

The fee in the streets of a city being in the municipal corporation in trust for the public, the legislature may authorize a railroad to use the streets without the consent of the city, and without compensation. Wright and Beck, J.J.

Same conclusion is arrived at under general right-of-way law. Cole, J.

City would be entitled to damages for such occupation.

McDaniel v. Chicago & Northwestern Railway Co., 24 Io., p. 412.

Defendant in Clinton, Iowa, made shipping contract, to ship cattle from Clinton, Iowa, to Chicago, Illinois, and in terms sought to limit its liability, the contract being entire, and made and to be partly performed in this state; under the law of the state the stipulation limiting liability held void, and defendant held for damages resulting from changing cattle from a car, so owner of cattle could not properly see to their bedding, whereby the cattle got down and were injured.

Puttman v. Haltey, 24 Io., 425.

A verbal contract for the conveyance of a right-of-way over lands will be specifically enforced in equity.

Francis v. The Dubuque & Sioux City Railroad Co., 25 Io., 60.

The liability of a railroad company as a common carrier ceases and its responsibility as a warehouseman commences upon the arrival of the goods at their point of destination and their deposit in the warehouse of the company to await the convenience of the consignee.

In this case the goods arrived at 8 P. M., consignee was not there to receive them, and they were accordingly unloaded and placed in the company's warehouse. During the night the warehouse was burned and with it the goods.

A different rule might apply if the goods arrived out of time, and consignee had been active in endeavoring to ascertain the time of their arrival and no notice was given to him by the company when they did arrive.

Spence v. Chicago & Northwestern Railway Co., 25 Io., 139.

Under chapter 169 of the laws of the Ninth General Assembly, defendant is liable for swine killed on its track while running at large at a point where it has a right to and neglects to fence, even though swine are prohibited from running at large by a vote of the legal voters of the county where the injury occurs, unless it be shown that such injury was occasioned by the willful act of the owner or his agent.

Brandt v. The C, R. I. & P. R. R. Co., 26 Io., 114.

In an action against a railroad company for double damages for killing stock under sec. 6, chap. 169, laws of 1862, it is not necessary to plead the fact of the notice and affidavit therein required having been served, in order to make them admissible in evidence on the trial. Such notice may be served on any station agent employed by the road in its management. Proof of service may be established by the return of the sheriff or deputy. It is no defense that an amount nearly as large as the value of the stock was tendered within thirty days after the killing. *Held*, that the defendant is bound at its peril to tender enough to discharge its liability.

McDonald and wife v. Chicago & N. W. R. R. Co., 26 Io., 124.

There exists a common law duty on the part of railway companies to provide reasonable accommodations at their stations for passengers who are invited and expected to travel on their roads. Railroad companies are bound to keep in a safe condition all portions of their platforms, and approaches thereto, to which the public do or would naturally resort, and all portions of their station-grounds reasonably near to the platforms where passengers or those who have purchased tickets with a view to take passage on their cars would naturally or ordinarily be likely to go.

Hanson v. Vernon, 27 Io., 48.

Chapter 48, acts of 1868, allowing townships, incorporated towns, and cities to aid in construction of railroads, "held unconstitutional." Judge Cole dissents.

Mote v. Chicago & Northwestern Railway Co., 27 Io., 22.

Defendant held liable as a common carrier of baggage for a passenger, until such reasonable time after its arrival at destination, as will enable the passenger to receive and take charge of the same. To determine what is a reasonable time, the customs of the company, the manner of transporting baggage from the station, and all the circumstances should be considered. Duties of warehouseman as to baggage are to exercise common and reasonable diligence. Warehouseman would be liable for theft if not exercising proper care. Interest allowed on value of property from date of loss.

Des Moines Valley Railroad Co. v. Graff et al., 27 Io., 100.

Defendants as a committee took notes to plaintiff, to be void if the trains were not running from Keokuk to Pella on or before a certain date. Plaintiff, by equitable proceeding, sought to compel defendants to make known the names of the obligors. On demurrer to the petition it was held that the defendants acting as trustees could not interpose the defense that the notes were void.

Stewart v. Chicago & Northwestern Railway Co., 27 Io., 283.

Defendant held liable for swine killed on track, even though they were prohibited by local regulation from running at large. Following *Spence v. C. & N. W. Railway*, 25 Io., 139.

Lessee liable as original company would have been. This case distinguished from *Liddle v. Keokuk & Mt. Pleasant and M. R. R. Co.*, 23 Io., 378.

Iowa & Minnesota Railroad Co. v. Perkins, 28 Io., 282.

Action on subscription to capital stock of plaintiff.

At a meeting of citizens, stock was subscribed and a written memorandum as to names and amounts taken. An officer of the company was by the meeting authorized to transcribe them. The transcribed book and subscription list held to be the original.

Unless so specially provided in the terms of subscription, it is not necessary that the full amount of capital stock shall be subscribed before there can be an assessment of stockholders. The subscription in question being for a specific object, the terms of this subscription and not the articles of incorporation govern, the subscription being for money for a specific purpose.

The Mahaska County Railroad Company v. Des Moines Valley Railroad Company, 28 Io., 437.

A railroad company, in consideration of certain franchises, agreed to build or allow but one other depot between certain points;—*Held*, that a coal or water station was not a depot within the meaning of the contract.

At any time before actual construction a railroad company has discretion to change its line.

A corporation had power to transfer its estate, rights, and franchises upon the assent of a majority of its stockholders, measuring by the amount of stock, provided such sale should not be valid till all the debts of the company were paid or arranged. Such transfer, made when the debts were very inconsiderable in amount, and the officers of the com-

pany purchasing were at the time informed upon making inquiry that there were no debts, the purchasers offering and being still ready to pay any such debts held good. The doctrine of *estoppel* applied to such a state of facts.

Hinman v. The Chicago, Rock Island & Pacific Railroad Co., 28 Io., 491.

A railroad company is liable under section 6, chapter 169, Laws of 9th General Assembly, for stock killed upon its track that have escaped there from the inclosure of their owner, through which the road runs, by reason of the company failing to maintain a sufficient fence along its road at that point. When thus on the track of the company's road they are held to be "running at large" within the meaning of the statute.

Barlow v. Chicago, Rock Island & Pacific Railroad Company, 29 Io., 278.

Lewis Barlow and Ruth, his wife, by deed conveyed to the Mississippi & Missouri Railroad Company fifty feet on each side of the center line of the located road of said company—*Held*, not to be a deed in fee and void for uncertainty, but in light of all the circumstances to be a conveyance of right-of-way to which defendant was entitled.

The right-of-way in question was not forfeited or lost by a failure to occupy it for a period of thirteen years growing out of delay in the construction of the road. The rule recognized that mere non-user of an easement of this character acquired by deed, will not operate to defeat or impair the right.

Slatten v. The Des Moines Valley Railroad Company, 29 Io., 149.

The city of Des Moines by ordinance granted the right-of-way to a railroad company over and across certain streets "on the grade of the city or such grade as may be agreed upon": company held limited to the city grade or such other grade as may be agreed upon.

It was ordained by another section of the same ordinance that the right to build and operate a bridge across the Des Moines river was granted to the railroad company provided it was built in five years. It was held that the limitation in the other section as to grade did not apply to the bridge; that the right to build and operate the bridge carried with it the incidental rights necessary to the efficacious enjoyment, including the right to construct the necessary and suitable approaches to said bridge, and that the city council had power to grant such right, and that the railroad company was not liable for consequential damages resulting therefrom to a lot owner in front of whose lot an embankment was thrown up for approach to a bridge.

Greenleaf, Administrator, v. Illinois Central Railroad Co., 29 Io., 14.

Railroad companies must provide their cars with such appliances as are calculated and reasonably necessary to insure the safety of their employes, and if so wanting defendant was properly chargeable with knowledge; if the defect was known to the employe, or might have been so known by the use of ordinary care, he assumes the risk.

The burden of proof is upon the employe to show both the negli-

gence of the company and his own care, but he is not bound to do more than raise a reasonable presumption of negligence on the part of the company. His right to recover for injury received, if he had knowledge of defect, would not be defeated, if at the time he was acting under the immediate orders of a superior.

Spencer v. The Ill. C. R. R. Co., 29 Io., 55.

If plaintiff's own want of care and prudence contributed to the injury, or was, in whole or in part, its proximate cause, he cannot recover.

McDonald v. C. & N. W. R. R. Co., 29 Io., 170.

Duties of railroad companies as to station accommodations and liability for failure, as given in 26 Io., 125, followed and approved.

Swift v. North Missouri R. R. Co., 29 Io., 243.

A railroad company is liable for stock killed on its unfenced track that have escaped there from the inclosure of the owner through which the road passes. Following *Hinman v. C., R. I. & P. R. R. Co.*, p. 491.

Jenkins v. Burlington & Missouri R. R. Co., 29 Io., 255.

Plaintiff conveyed the right of way through his land on condition that defendant should make the village of C—a station. It was made a station, but the depot was located one-quarter of a mile from the town-plat. Held to be a sufficient compliance.

First National Bank of Cedar Rapids v. Hurford & Bro., 29 Io., 579.

An agreement on the part of a railroad company by written proposition upon which subscriptions are obtained is a sufficient consideration therefor. Unauthorized statements made by persons not authorized by the company are no defense against the subscriptions. Where land was to be furnished by the company for passenger and freight depots, machine-shops, etc., no time being fixed for the erection of said buildings, a failure up to the time when suit was brought on the subscriptions would not support the plea of failure of consideration.

The Cedar Rapids & Missouri River Railroad Company v. Woodbury County, et al., 29 Io., 247.

Lands granted to a railroad company which have not been certified or set apart, and which are incapable of identification are not taxable. This case distinguished from 21 Io., 221 and 235.

The Chicago, Rock Island & Pacific Railroad Company v. Hurst, 30 Io., 73.

Where damages for right-of-way are assessed in favor of two persons as joint-owners, an appeal cannot be taken by one, without uniting the other therein or making him a party thereto in some way.

Stewart v. The Board of Supervisors of Polk County, 30 Io., p. 9.

Chapter 102, laws of the Thirteenth General Assembly, providing for the taxation of property by townships, incorporated towns and cities, to aid in the construction of railroads is not unconstitutional. It is not a taking of property for private use, nor in violation of the provision that "no person shall be deprived of life, liberty or property without due process of law." Judge Beck dissents.

Cook v. The City of Burlington, 30 Io., p. 94.

A quantity of land of proper width on the bank of the Mississippi river was by act of congress reserved from sale for public use, and was to remain forever for public use as a public highway and for other public uses. *Held*, that the accretions were subject to the same uses, trusts and limitations. Lot owners abutting have rights which a court of equity will protect, restraining a sale for private uses, but a conveyance of right-of-way to a railroad company will not be restrained.

Kesee v. C. & N. W. R. R. Co., 30 Io., 78.

If defendant permits dry grass and other combustible matter to accumulate along its right-of-way it is not negligence *per se*, and it is not liable unless such accumulations were such as would not have been permitted by a cautious or ordinarily prudent man on his own premises, if exposed to the same hazard. If the owner of adjoining land stacks hay near the line of the road and neglects to plow around the stacks, he is guilty of contributory negligence.

Andre v. C. & N. W. R. R. Co., 30 Io., 106.

A highway running parallel with the railroad intersected the road several hundred feet before it crossed the track. *Held*, that the company to protect itself from liability should build its fence to and erect its cattle-guards at the crossing.

Cook v. Illinois Central R. R. Co., 30 Io., 201.

Defendant not held responsible for stock killed or injured on its track, by the wilful act of the engineer in running the train.

McGregor & Sioux City R. R. Co. v. Birdsall, 30 Io., p. 254.

A county treasurer cannot refuse to pay over tax collected for railroad purposes on the ground that the law is unconstitutional, and mandamus will lie to compel him to pay over.

Peterson v. Ferreby, sheriff, 30 Io., 326.

Where damages have been assessed for right-of-way by a sheriff's jury and the company has appealed, the appeal suspends the land owners' right to receive the amount assessed, and deposited, until the appeal is decided, nor is any constitutional right violated, pending the appeal by allowing the railroad company to enter upon the land, the damages having been deposited.

St. Louis & Cedar Rapids Railroad Company v. Eakins, 30 Io., 278.

Plaintiff may recover an installment of a subscription payable without condition, even though it should fail to prove its right to other installments upon conditions.

McNaught v. The Chicago & Northwestern Railroad Co., 30 Io., 335.

To recover double damages for injury to stock on railroad track, as provided in chapt. 169, of laws of 1862, it must have been served with written notice of such injury, accompanied by the original affidavit. Leaving a copy of the affidavit will not be sufficient.

Gaudy v. Chicago & Northwestern Railroad Co., 30 Io., 419.

To make a railroad company liable for fire communicated by sparks from one of its engines, negligence must be shown either directly or by circumstances.

Aylesworth v. Chicago, Rock Island & Pacific Railroad Co., 30 Io., 458.

A railroad company must have knowledge that its fence along its line is out of repair, and have a reasonable time to put it in repair before it can be held under the statute for stock killed on its track.

Soward v. Chicago & Northwestern Railroad Co., 30 Io., 530.

A railroad company is not liable for stock killed on its track under the statute, at a point where it has no right to fence the same, as at a public highway crossing.

Packard v. Illinois Central Railroad Co., 30 Io., 473.

In the absence of negligence, a railroad company is not liable for stock killed on depot grounds. Following 26 Io., p. 549.

Winne v. Illinois Central Railroad Co., 31 Io., 583

Defendant being a common carrier, the burden of proof is upon it to show that the loss was occasioned by the act of God, or the public enemy. The general rule of damages, namely, the difference between the value of the goods as damaged, and their value if delivered in good condition, is not always just and proper, and in case of flour, what it would cost to put it in merchantable condition may be recovered. Delivery of goods to a common carrier implies a promise to pay freights.

Jackson v. Chicago & Northwestern Railroad Co., 31 Io., 176.

Defendant is responsible for damages resulting from fire communicated by its engine, where its servants were negligent, or there was a defect in the engine, or there was a want of the best contrivances for prevention.

Fuller v. Chicago & Northwestern Railroad Co., 31 Io., 187.

Notwithstanding section 2, chapter 169, acts of 1862, requiring railroad companies to post rates of fare and freight, and providing a penalty for failure and for overcharges, plaintiff may recover the amount overcharged and the penalty. If the company designedly omitted to do the thing enjoined by the act, it is liable for the penalty. The aforesaid section is not in violation of the constitution of the United States, and does not infringe on the right of Congress to regulate commerce. Such acts are in the nature of police regulations.

Fuller v. Chicago & Northwestern Railroad Co., 31 Io., 211.

In an action to recover the penalty under section 2, chapter 169, acts of 1862, it is not necessary to prove that the overcharge was wilful on the part of the company. Said section is not in violation of the constitution of the United States, following preceding case.

Dewey v. Chicago & Northwestern Railroad Co., 31 Io., 373.

That bars were down or boards were off the fence along a railroad, through which horses probably came on the track, where they were

run into by cars, throwing the train off the track and killing plaintiff's decedent, does not of itself constitute any ground for the plaintiff's recovery against the company. If the deceased was the conductor and superior officer of the train and directed the acts which resulted in his death, plaintiff is estopped from recovering damages from the company on the ground of negligence on the part of its employes.

Anderson v. The Toledo, Wabash & Western R. Co., 32 Io., 86.

Section 2, chapter 165, acts of Thirteenth General Assembly, does not authorize a recovery from a railroad company by a traveler for delay caused by the mere detention of baggage, but only for such delay as results from *damage* to the baggage and delay caused by institution of suit to recover the same.

Bonnefield, Trustee, v. Bidwell, 32 Io., 149.

The holding of the court in 30 Io., p. 9, that the act of 1870 was constitutional followed as to the act of 1861. Judge Beck dissents.

O'Keefe, Adm'r, v. C., R. I. & P. R. R. Co., 32 Io., 467.

The doctrine of comparative negligence does not prevail in Iowa; the rule of contributory negligence applies.

Noll v. The Dubuque, B & M. R. Co., 32 Io., 66.

Right-of-way is granted for the public use, and the legislature may provide for its transfer to another company upon the failure of the first company to construct the road for a prescribed period, and upon compensation being made to the latter road.

Lemmon v. C. & N. W. R. R. Co., 32 Io., 151.

A railroad company is held only to ordinary and reasonable care and diligence in maintaining and keeping in repair a fence which it has constructed along its line of road.

Comstock v. The Des Moines Valley R. Co., 32 Io., 376.

To recover for stock killed on a passing train, plaintiff must show that the stock was killed or injured at a point where the company had a right to fence, and had failed to do so, and that the company was guilty of negligence in causing the injury. The company is under no obligation to fence its depot and station grounds, but that rule does not apply where it has a switch merely, unless the same is a part of the station grounds, and the burden of proving this is on the company.

Law v. Ill. Central R. Co., 32 Io., 534.

Railroad Company may make a rule that passengers riding in freight cabooses must purchase tickets before entering them, and in enforcing this rule may eject them from the car, but not so as to endanger life and person.

Stewart v. The B. & M. R. R. Co., 32 Io., 561.

Under chapter 169, laws of 1862, a company is absolutely liable for stock killed by trains at a point where it has a right to fence the road and has failed, unless the injury was occasioned by the willful act of the owners, and permitting a bull to run at large is not a willful act on the part of the owner.

The Dunleith & Dubuque Bridge Co. v. The City of Dubuque, 32 Io., 427.

The property of railroad companies is not exempt from taxation by cities under chapter 196, acts of Twelfth General Assembly, providing for a tax of one per centum on the gross earnings of all railroads "in lieu of all taxes." Said act is confined to state and county taxes.

Cedar Falls & Minn. R. Co. v. Rich., 33 Io., 113.

Subscription to a railroad company on condition it shall build a depot, and open its road to a point within one mile of the post-office of a certain town: *Held*, that the building of a side-track which was operated as such, and a depot at a point within the distance named was a substantial compliance, although the main track of the road was not, nor the whole of the depot building within the mile, and such distance should be measured in a direct line and not by the nearest traveled route.

Greenleaf, Adm'r., v. Dubuque & Sioux City R. Co., 33 Io., 52.

Question of negligence is a mixed question of law and fact, when the facts are disputed. Following, 29 Iowa, p. 14.

Philo v. Ill. Cen. R. Co., 33 Io., 47.

When an employe of a railroad company is injured in consequence of the negligence of a co-employe, the company will be regarded as "the perpetrator" of the act within the meaning of section 4111 of the Revision. Under such circumstances a right of action accrues to the representatives of the employe killed.

McCummons v. C. & N. W. R. Co., 33 Io., 187.

In an action for damages caused by sparks emitted from the engine of a passing train, negligence will not be presented from the mere fact of injury; the plaintiff must prove negligence.

Stoward v. C. & N. W. R. Co., 33 Io., 386.

Under chapter 169, laws of 1862, a company is not liable for stock killed at a crossing used and traveled by the public as a highway, though the route thus traveled was in fact outside the survey as established by the county authorities.

Marquette v. C. & N. W. R. Co., 33 Io., 562.

A passenger may be removed from the ladies' car to another for improper conduct, if such removal is made in a reasonable and proper manner, and by the employment of only necessary force. That the train was running at the rate of twenty miles per hour is not *per se* negligent or wrongful. The question of fact is one for the jury.

Fleming v. Chicago, D. & M. R. Co., 34 Io., 353.

In assessing right-of-way damages for lots used in a construction business, but separated by streets and alleys, they should be assessed separately and not in bulk, giving the difference in each case between the former and depreciated value. The immediate and not the remote and contingent consequences of the appropriation are to be considered, any results from an unauthorized and unlawful act of the company for which an action would lie are not to be incurred in the assessment.

King v. Iowa Midland R. Co., 34 Io., 458.

In assessing damages for right-of-way, nothing should be allowed for defective construction of the road, nor for a failure of the company to erect cattle-guards.

Ingraham, Kennedy & Day v. The C., R. I. & P. R. Co., 34 Io., 249.

A city may grant a right-of-way to a railroad company along its streets without the consent of adjacent lot owners. The city of Dubuque can authorize a slough of the Mississippi river to be filled up and railroad tracks to be built over or along the same. The preservation of the slough not being required for navigation of the river.

Smith v. C., R. I. & P. R. Co., 34 Io., 96.

Under chapter 169, laws of 1862, a railroad company is not liable for cattle killed on its track, unless the same were running at large at the time of the accident; if while being driven by the owner or his servants, they escape and get on the track the railroad company is not liable under the statute.

Parker v. Dubuque S. W. R. Co., 34 Io., 399.

Defendant must have its engines in charge of men of reasonable skill and judgment, and they must use such skill and judgment in avoiding injury to cattle on the track, having due regard to the safety of passengers and the train.

Smith v. C., R. I. & P. R. Co., 34 Io., 504.

Railroad companies are under no obligation to fence their depot grounds so as to exclude cattle, nor keep watchmen and guards to exclude them.

Artz v. C., R. I. & P. R. Co., 34 Io., 153.

Ringing bell and blowing whistle at crossings not required by our laws, but the absence of statutory requirement will not in all cases excuse the company from doing so, if under all the circumstances their omission would amount to negligence.

Dodge v. Burlington, C. R. & M. R. Co., 34 Io., 276.

Omission to have sign-board at crossing as required by Rev., Sec. 1331, does not create an absolute liability on the part of the company, if the plaintiff, by negligence, contributed to the injury.

Dogget, Adm'r., v. Ill. Cen. R. Co., 34 Io., 384.

Decedent was in employ of company, though not engaged on the train in question. He voluntarily got on the tender to ride, and not in caboose provided for that purpose. The engine broke through a defective bridge, and he was killed. *Held*, plaintiff could not recover; it appearing that if deceased had been in caboose, he would not have been injured.

Fritz v. Milwaukee & St. Paul R. Co., 34 Io., 337.

Railroad companies are liable for swine running at large and killed on track without regard to local regulation of county.

The River R. Co. v. Arnold, 35 Io., 99.

Plaintiff, under contract with defendant to build a railroad, agreed to collect and receive in part payment a township tax, and some personal subscriptions. *Held*, before they can recover from defendant they must show effort and diligence on their part, to collect either from tax or subscription or some excuse for not doing so.

Livingston v. Iowa Midland R. Co., 35 Io., 555.

Defendant contracted in a deed for right-of-way for the construction of a cattle pass, but fixed no definite time. *Held*, defendant had a reasonable time after completion of the road to construct the same.

Peoria & Rock Island Railroad Co. v. Preston, 35 Io., 115.

Articles of incorporation fixed amount of capital stock. No assessment can be made upon a stockholder till the full amount is subscribed, unless a contrary intention appears either expressly or by implication.

Flattes v. The Chicago, Rock Island & Pacific Railroad Co., 35 Io., 191.

In an action for stock killed on station grounds, negligence of company must be shown.

Cleveland v. Chicago & Northwestern Railway Co., 35 Io., 220.

Same doctrine as *Flattes v. Chicago, Rock Island & Pacific Railroad Co.*, just above.

Campbell v. Chicago, Rock Island & Pacific Railroad Co., 35 Io., 33'.

To recover double damages under chap. 169, laws of 1862, a written notice must be served with the *original* affidavit, and not a *copy*.

Plaster v. Illinois Central Railroad Co., 35 Io., 441.

In an action for stock killed on depot grounds, negligence of company must be shown.

Searles v. Milwaukee & St. Paul Railroad Co., 35 Io., 499.

A railroad company is liable for injuries to stock caused by its negligence, where the plaintiff has done nothing to contribute to the injury, save allowing his stock to run at large.

Hougan v. Milwaukee & St. Paul Railroad Co., 35 Io., 558.

The grantee of a right-of-way for railroad purposes has a right to dig a well thereon, even though it may injure a spring upon the grantor's adjacent grounds.

Courtright v. The Cedar Rapids & Missouri River Railroad Co., 35 Io., 386.

The act of Congress of May 15, 1856, authorized the state to dispose of the first 120 sections before any portion of the roads were built; and the Iowa Central Air Line Railroad Company, which was the grantee of the state by act of July 14, 1856, had the same authority. In making its selection of 120 sections, it was not confined to any specific locality, but could select anywhere within a continuous twenty miles. The act of Congress, and the act of the state legislature, were sufficient as a formal conveyance.

Jordan v. Hayne, 36 Io., 9.

Follows 30th Iowa, page 9, and holds the law authorizing taxation in aid of railroads, to be constitutional.

Cook et al., v. City of Burlington et al., 36 Io., 357.

City authorities may convey to a railroad company the same right to occupy streets and public grounds of a city for railroad purposes as it might acquire, by calling into exercise the power of eminent domain.

Cook v. City of Burlington, 30 Io., p. 94, followed as to the right of the city to convey the right of-way to certain accretions to a street bounded on the Mississippi river.

Deppo v. C., R. I. & P. R. Co., 36 Io., 52.

Under the act of 1862, while its terms should be limited to employes engaged in the hazardous business of operating the road, it would apply to an employe in connection with a dirt train who was injured while loading a train, from the falling of an impending bank. Under the act, the railroad company does not warrant the safety of the employes, but simply guarantees the exercise of ordinary care, and if the course adopted was such as an ordinarily prudent man might have adopted, the plaintiff cannot recover.

Perry v. Dubuque & Southwestern Railroad Co., 36 Io., 102.

A railroad company is required to exercise ordinary diligence in keeping up bars leading to its right of-way, and failing therein, it is liable. The plaintiff must show this failure.

Hamilton v. Des Moines Valley Railroad Co., 36 Io., 31.

In an action by an employe for injuries, the company is held to the exercise of ordinary care on the part of its employes. It is not held to extraordinary care. A custom of doing a neglectful act will be no excuse for the company, but if plaintiff contributed to the injury, he cannot recover.

Garrett v. Chicago & Northwestern Railway Co., 36 Io., 121.

The mere fact that the fire originated from sparks emitted by defendant's engine, does not make a *prima facie* case. Some circumstances must be shown constituting negligence.

Mulligan v. Ill. Cen. R. Co., 36 Io., 181.

The acceptance of goods marked for a point beyond the terminus, implies an agreement to transport and deliver at that point, but the company may, by express agreement, limit its liability to the termination of its own road.

Chicago, Newton & Southwestern Railroad Co. v. The Mayor and Trustees of the Incorporated Town of Newton, 36 Io., 299.

A railroad company has the right, under the Revision, section 1321, subject to proper equitable and police regulations, to pass over a street in a city without the consent of the city authorities, and without previous payment to the city of the damages occasioned by such occupation.

Stephens v. The D. & St. P. R. Co., 36 Io., 327.

Where two railroad companies operate the same track, one as owner, the other as lessee, each is liable only for the stock killed by its own train, the road being unfenced.

Fraudsen v. C., R. I. & P. R. Co., 36 Io., 372.

The bare fact that an employe is directed by his superior to do a dangerous act, would not of itself justify disobedience, hence obedience by an employe under such circumstances is not of itself negligence, while he is paid for assuming such risk. Yet if the danger was occasioned by the prior negligence of his co-employes, or their negligence caused the injury, he may recover. A section hand held to be an employe included in the terms of the statute.

Henderson v. St. L., K. C. & N. R. Co., 36 Io., 387.

Under chapter 169, laws of 1862, to recover double damages for injury to stock, it is not necessary that the plaintiff himself should make the affidavit. Any one cognizant of the facts may do so.

Jackson v. C. & N. W. R. Co., 36 Io., 453.

Failure to give any signals at a highway crossing does not in itself establish negligence or liability on the part of the company. The jury are to judge from all the facts and circumstances whether the injury was the result of negligence on the part of defendant's servants.

Muldowney v. Illinois Central R. Co., 36 Io., 462.

In its duty to employes, a railroad company must exercise reasonable and ordinary care to provide safe and suitable machinery, and the employes have the right to presume that such care has been exercised, hence he can only be held to have waived a defect, when he has had knowledge of it.

Davis & Co. v. Dumont et al., 37 Io., p. 47.

Fraudulent representations of the plaintiff, or of parties privy to them, by which subscriptions to a railroad company were obtained, will defeat an action to recover them.

Brooks v. Davenport & St. Paul R. Co. Babcock v. Davenport & St. Paul R. Co., 37 Io., 99.

Measure of damages in assessing right-of-way is difference between value of land immediately before and immediately after the appropriation for right-of-way, without considering benefits to result from the construction of the road, and disregarding prospective damage by reason of building and operating the road.

Gray v. B. & M. R. Co., 37 Io., 119.

A conveyance of right-of-way over premises, with a proviso that the company should construct adequate crossings over the road, was accepted; the obligation to construct crossings could not be evaded by a condemnation of the right-of-way under the law. The house of the owner being separated from the highway, heavy gates without hinges, to be slid back and carried around, held not an adequate crossing. He is entitled to an open crossing without gates.

Allender v. C., R. I. & P. R. R. Co., 27 Io., 264.

To constitute the relation of passenger, it is not absolutely necessary to purchase a ticket, or to enter the car. Any circumstances which show an intention on the part of the plaintiff to become, and of defendant to receive him as a passenger, are sufficient.

Carlin v. C., R. I. & P. R. Co., 37 Io., 316.

The doctrine of contributory negligence re-asserted. The burden is on the plaintiff of showing defendant's negligence, and his own reasonable care.

Clary v. Iowa Midland R. Co., 37 Io., 344.

Under chapter 169, laws of 1862, two roads, one owning and operating, and the other leasing and operating the track, are each responsible for stock killed or injured by its own trains. This rule would not be changed by reason of the fact that the lessor had the right to fix the time table, and the lessees operated their trains subordinate thereto, the lessor being bound to keep up repairs and fences.

Courtwright v. Strickler, 37 Io., 382.

Subscription was made to a railroad company on condition it should construct its railroad to a depot within three-quarters of a mile of the corporate limits of the town of C., and for the amount subscribed defendant was to receive certificates of stock. Subsequently he surrendered his certificate upon condition the company should construct its road through D. to C. *Held*, the company on completion of its road must locate a depot within the limits named in original contract, and measurement should be in a straight line from corporate limits to the depot, without regard to buildings or improvements in the town.

Courtwright v. Deeds, 37 Io., 503.

A right of action on a subscription to be paid as soon as the cars shall run to B. on a completed road from W., will not be defeated by the fact that the company building the road does not own the stock by which it is operated.

Willoughby v. C. & N. W. R. Co., 37 Io., 432.

In action to recover for injuries received while crossing the track, plaintiff must show the injury, that he was without fault, that defendant was negligent, and that such negligence caused the injury.

Hillard v. The C. & N. W. R. Co., 37 Io., 442.

For recovery for injuries to stock by fences out of repair, it must appear that defendant had actual or implied knowledge that it was out of repair, and a reasonable time thereafter to put it in repair.

Ryan v. Farga, and B. & M. R. R. Co., 37 Io., 78.

Under the act authorizing taxation of towns, cities and townships for railroad purposes, the decision of the township trustees, that the petition required had been signed by one-third the resident tax-payers, cannot be assailed collaterally. Any erroneous decision on that question can only be reached by writ of error, *certiorari*, or other direct proceeding provided by law. Until so set aside, their finding and determination is conclusive.

Iowa Falls & Sioux City Railway Co., v. Cherokee County, 37 Io., 482.

Lands granted to this company by sec. 4, act of the General Assembly, approved, April 7, 1868, did not become the property of the company and taxable as such, until the construction and completion of its road in accordance with the terms of the act. Patents issued by the Governor to such company show conclusively that the lands described therein were earned, and *prima facie* their date is the date when they were earned.

Cobb, Blasdell & Co., v. Ill. Cen. R. R. Co., 38 Io., 601.

Tenders by different persons acting as agents of the plaintiff's at different times and places, of separate lots of grain for transportation, all making the quantity the company refused to transport, may be served on in one cause, constituting one cause of action. Rule as to damage in such case given

Severin v. Cole and The B., C. R. & M. R'y Co., 38 Io., 463.

A mortgagee of real estate is such an owner as to be entitled to notice of proceedings to condemn a right-of-way over the land, and such proceedings against the mortgagor without notice to him, will not defeat his paramount title.

Green v. Milwaukee & St. Paul R. R. Co., 37 Io., 100.

Baggage may be left at a railway station without notice to the defendant or its agent, by defendant's assent, and that assent may be inferred from defendant's course of business or custom.

German v. Chicago Northwestern R. Co., 38 Io., 127.

Full liabilities of a common carrier do not attach to a railroad company in the transportation of live stock; they are held to exercise ordinary care, nor can they relieve themselves from such requirement by special stipulations, when made under circumstances which show no consideration for such agreement on the part of the shippers.

Chicago & S. W. R. Co., v. N. W. Union Packet Co., 38 Io., 377.

Bill of lading stipulates for delivering of the cargo upon payment of the freight and charges, and the vessel having sunk, the carrier paid for the recovery of the cargo. *Held*, the carrier had a lien for the salvage paid.

Sandham v. C R., I. & P. R. Co., 38 Io., 88.

Defendant may not diminish the speed of its train to avoid injury to stock, if thereby it increases the danger to passengers. There is no such thing as a reasonable increase of danger to passengers.

Correll v. B., C. R. & M. R. Co., 38 Io., 120.

Running in a city at a prohibited rate of speed, is negligence, *per se*. A person crossing a track in such city may rightfully presume that the ordinance will be observed.

Latty v. The B., C. R. & M. R. Co., 38 Io., 250.

The public convenience, and not its practicability, must determine the duty of a railroad to fence or otherwise. The failure to keep a

watchman at a station passed without stopping, and running at a rate of more than six miles per hour past such station are not negligence, *per se*, though circumstances to be considered.

Patterson v. B. & M. R. R. Co., 38 Io., 279.

Plaintiff must show that decedent did not, by his own negligence, contribute to his death.

Artz v. C., R. I. & P. R. Co., 38 Io., 293.

It is error to tell the jury that plaintiff must recover if defendant was negligent, and plaintiff's own carelessness did not materially contribute to his injury.

Cole v. C. & N. W. R. Co., 38 Io., 311.

To recover under the statute for stock killed, the original affidavit, and not a copy must be left with defendant; following 30 Io., 336.

Black v. B., C. R. & M. R. Co., 38 Io., 515.

Rights of a traveler and railway equal at a highway crossing, but a traveler approaching must yield to a train drawing near.

Smith v. Chicago, Clinton & Dubuque R. Co., 38 Io., 518.

Sec. 3, chap. 169, laws of 1862, requires cattle guards where the road passes through fences, whether boundary fences or fences dividing fields of the same owner. Where one loses crops by reason of failure of defendant to make cattle guards, the measure of damages is the value of the crops matured, less the expense of fitting them for market from the time of injury, deducting the value of the crops saved. The owner is not bound to extraordinary care in such case to save his crops, and may recover a reasonable compensation for labor necessarily expended in trying to save his crops from destruction. Having applied to different persons connected with the railroad, and been led to expect the erection of cattle guards, he was justified in putting in his crops.

Murphy v. C., R. I. & P. R. Co., 38 Io., 530.

Ordinary diligence can be fixed by no unalterable rule. The doctrine of contributory negligence re-asserted. License to the public to walk on track may be inferred from long use without objection by the company, (Judge Beck dissents.) A walker on the track is not held to such increased care as though the company were not held to the use of its road in a manner consistent with his safety. (Judge Beck dissents.)

Nelson v. C., R. I. & P. R. Co., 38 Io., 564.

Plaintiff must show reasonable care on his part, but this may be inferred from the circumstances, without being directly shown.

Deppe v. C., R. I. & P. R. Co., 38 Io., 592.

An employe was hurt by a large body of earth falling from a bank at the foot of which he was working. Those in charge of the work were negligent, it being the duty of the workman in charge to examine and see if there was danger. (Judge Cole dissents.) Plaintiff was justified in relying upon inspection of his superiors at all points of danger. The injury disabled him for life and caused great bodily suffering. \$9,000 held not an excessive verdict. (Judge Cole dissents.)

Ingram, Kennedy & Day v. C. D. & M. R. Co., 38 Io., 669.

Prior to the Code of 1873, railroad companies had a right to construct their roads subject to equitable control, upon the streets of cities and unincorporated towns. Following 24 Io., 455; 36 Io., 299, where such road is built upon the street in pursuance of an ordinance, the repeal of the ordinance would not render the railroad a nuisance. The city by agreement can grant the same rights, that could be acquired by condemnation of the right-of-way under the law.

Montgomery County v. B. & M. R. Co., 38 Io., 208.

The act of the Commissioner of the General Land Office in certifying lands granted as swamp land under the act of Congress, dated September 28, 1850, is void, and in contravention of the vested rights of the counties.

The City of Dubuque v. Ill. Cen. R. Co., 39 Io., 56.

Chapter 26, Section 9, Laws of 1872, releasing railroads from the payment of taxes already levied, impairs a valid contract, and is unconstitutional and void.

The Iowa Railroad Land Co. v. Woodbury Co., 39 Io., 172.

The property of a railroad company situated within the limits of a city, is not released from liability by Sec. 9, Chap. 26, Laws of 1872, the same being in conflict with Article 8, Sec. 2, of the Constitution of the State. Following 38 Io., 533, 39 Io., 56.

Gates v. B. & M. R. R. Co., 39 Io., 45.

It is not error to tell the jury that the negligence of plaintiff must have contributed *directly* to the injury in order to excuse defendant. A failure to give signals, when safety requires it, held negligent.

Walter v. C., D. & M. R. Co., 39 Io., 33.

Doctrine of contributory negligence discussed as to this case. Deceased was sixty years of age, in reasonable health, and of industrious habits. A verdict of \$4,500 held not excessive.

Henderson v. C., R. I. & P. R. Co., 39 Io., 220.

At a private crossing the company is held to the exercise of ordinary diligence and care to keep the gates closed.

Rose v. D. V. R. Co., 39 Io., 246.

A railroad company or common carrier, cannot in Iowa restrict, limit, or avoid its common law liability for negligence. Section 1307 of the Code declares the companies liable for *all* damages caused by negligence of their agents or employes. This applied equally to servants and passengers. Payment of fare is not necessary to constitute the relation of passenger. One riding on a free pass, without a written stipulation signed by himself releasing the company from all liability for injury to his person or property while using the same is protected and the company is liable for an injury causing his death.

Hibbs v. The C. & S. W. R. Co. et al, 39 Io., 340.

A land owner agreed in writing to give a right-of-way over his premises, to a railroad company upon a certain condition. This agreement was placed in the hands of a third party not an agent of the com-

pany. He returned it to the land owner, after the company had failed to comply with the conditions. These facts did not entitle the company to right-of-way over the premises without compensation therefor. If the company appropriates the right-of-way without proceedings to condemn or agreement, it is a trespasser, and the company or its lessee, may be enjoined from operating its road, till it pays the damages awarded.

Payne v. C. R. I. & P. R. Co., 39 Io., 523.

One guilty of negligence at a highway crossing cannot recover for an injury to which his negligence contributed, even though the defendant was negligent in not having erected and kept a sign at the crossing, and the negligence of plaintiff's driver will defeat his recovery.

Muldowney v. Ill. Central R. Co., 39 Io., 615.

A brakeman tried to couple cars in motion, and was warned by the bystanders of his danger; this was held to be contributory negligence. An employe who knows, or could with ordinary diligence know, of defects in cars or machinery, and continues to use the same, waives all right to recover for injury resulting therefrom.

Mohr & Smith v. C. & N. W. R. Co., 40 Io., 579.

Liability of a railroad company as a common carrier ends, and its liability as a warehouseman begins, when the goods arrive at their destination, and are deposited in the company's warehouse to await the convenience of the consignee, and in the absence of proof that the failure to give notice of their arrival caused their loss, the carrier is not liable as a warehouseman therefor.

Edson v. The Central R. Co., 40 Io., 47.

Question being as to injury to stock, a high rate of speed, and a failure to blow the whistle, or ring the bell, are circumstances which may be shown to establish negligence. If defendant could with ordinary care have avoided the injury it is responsible.

McKonkey v. The C., B. & Q. R. R. Co., 40 Io., 205.

In the absence of law, no given rate of speed is, *per se*, negligence.

Schneir v. The C., R. I. & P. R. Co., 40 Io., 337.

In an action for injury to stock, plaintiff must not only prove the injury, but want of ordinary care on the part of defendant.

Way v. Ill. Cen. R. R. Co., 40 Io., 341.

An employe who knows, or by exercise of ordinary care could know, of defects in the machinery about which he is employed, cannot maintain an action for injuries resulting therefrom, if he continues in the employment without objection. Following 39 Io., 315.

Berry v. Central Railroad of Iowa, 40 Io., 564.

Facts of the case considered with reference to the doctrine of contributory negligence.

Sherman v. C. & N. W. R. Co., 40 Io., 45.

A thousand-mile ticket was, by its terms, good only for a certain time. Its use a number of times after the time named would not estop

the company from taking it up and ejecting the passenger from the train upon his refusal to pay fare.

Davis v. C., R. I. & P. R. Co., 40 Io., 292.

In an action to recover for injuries to stock, by reason of the defective condition of the company's fences, it must appear that defendant knew of the defect, and had a reasonable time after such knowledge to repair the same. Following 30 Io., 459.

Schoutz v. Evans, 40 Io., 139.

Township clerk filed with county auditor all the record proceedings as to the tax, and his certificate that the election was a substantial compliance with the law. A change of location will not defeat collection of tax, when its location was not a condition in the vote.

I. F. & S. C. R. Co. v. Plymouth Co., 40 Io., 609.

Patents issued from Governor to this company in July, 1871. In the absence of fraudulent concealment upon the part of the company, to prevent their earlier issuance. *Held*, they were not taxable for the year 1871.

Green v. Milwaukee & St. Paul R. Co., 41 Io., 410.

Where plaintiff, the evening before taking the train, left her baggage properly marked with the station agent according to the custom of passengers going on the morning train, and such baggage was taken and locked up in defendant's baggage-room, it was held that this was an acceptance by the carrier. Whether or not a custom existed, is a question of fact for the jury.

Applegate v. B. & S. W. R. Co., 41 Io., 214.

A bond was given for a right-of-way for a railroad "as it shall be laid out." It was held that evidence was inadmissible to show that the contract contemplated a line already established at the time the bond was executed.

The Iowa Northern Cen. R. Co. v. Blikenes, 41 Io., 267.

Subscription to a railroad company stipulated that the money should be paid in five per cent. installments so long as the work should be in actual progress, and if the company named should fail to construct the road, then the amount named should be paid to any other road which would grade and tie a road between the points designated. *Held*, the grading and tying were not conditions precedent to the payment of the subscription.

The C. R. & St. P. R. Co. v. Spofford, 41 Io., 292.

An agreement to pay a railroad company a sum of money to locate its line along and near a public highway, instead of on a line already surveyed, is not against public policy, and will be enforced.

Walters v. C., R. I. & P. R. Co., 41 Io., 71.

Substantial damages may be allowed and recovered in a suit against a railroad company for the death of an infant, even though based on the probabilities of the accumulation of an estate, after the infant has reached the age of twenty-one years. The Carlisle tables are properly admissible to show the expectancy of life.

Daniels v. C. I. & N. R. Co., et al., 41 Io., 193.

A railroad company without proceedings to condemn appropriated and used a right-of-way. In a proceeding which it instituted afterwards to perfect its title and assess damages, the rule of compensation was held to be the value of the land taken at the time of its appropriation, with interest from the date of taking.

McCormic v. C., R. I. & P. R. Co., 41 Io., 193.

Where a railroad fence along its line has been destroyed, or become out of repair, it is held to be reasonable diligence in rebuilding or repairing the same.

Rodeinacher v. The Mil. & St. P. R. Co., 41 Io., 297.

It will not be presumed that injuries by fire to fence and timber a mile from the railway were considered in estimating damages for right-of-way. The service of a written notice is not necessary to the validity of a claim for damages for losses by fire.

Porter v. The C., R. I. & P. R. Co., 41 Io., 358.

A railroad company is not liable for an assault committed by its employes upon a citizen who is not a passenger on a train, or bearing any relation to the company. The fact that the owner of land permitted a railroad company to enter upon it and construct its road, does not estop him from maintaining an action of ejectment against it, but execution for possession should not issue until a reasonable time had been granted the company to pay the assessed damages, and interest thereon at six per cent. from date of assessment.

Schroeder v. The C., R. I. & P. R. Co., 41 Io., 344.

Section 1307 of the Code, as to employes of the roads applies only to accidents growing out of the use and operation of the road.

McCarthy v. The C., R. I. & P. R. Co., 41 Io., 432.

A passenger not having procured a ticket before entering the train, handed the conductor a ten dollar bill to pay his fair, which was six dollars and twenty cents. In making the change the conductor paid him five dollars too much which the passenger refused to rectify. When he had rode as far as the payment entitled him to ride, he was ordered to leave the train and did so. *Held*, that he was not liable to damages for expulsion from the train.

Warren v. The K. & D. M. R. Co., 41 Io., 484.

An owner of land agreed to erect, and keep in repair fences between his property and the road. Neither he nor his tenants can recover for injuries to stock on account of defects in the fence, but the company is not released from liability to other than the owners, but it may in turn look to the land owner for reimbursement.

The M. & St. P. R. Co. v. The County of Kossuth, 41 Io., 57.

Chapter 26, Laws of Fourteenth General Assembly directed that the assessment for the year 1872 should be made in July. *Held*, the road tax was collectible though too late for extending the tax as formally required by law. Where the duty of extending the tax does not in terms devolve on any one else, the Clerk of the Board of Supervisors should perform that duty.

The B., O. R. & M. R. Co. v. Palmer, 42 Io., 220.

Subscription notes were put in the hands of W., with instructions to turn over, when a certain right-of-way had been secured and the plaintiff was then to enter into a contract for the extension of its line upon specified conditions and that it would not locate a depot on such extension within seven miles of "V." *Held*, W. was authorized to deliver over the notes, and a failure on the part of the defendant to make a contract as to the location of the depot will be no defence to an action on the note.

Allison v. The C. & N. W. R. Co., 42 Io., 274.

A champertous contract between plaintiff and his attorney as to damages, will not abate the action.

Benton v. C. R., 42 Io., 192.

In an action for injuries at a highway crossing, plaintiff must show reasonable care on his part, and negligence on the part of the employes of the company.

Lang v. The Holiday Creek R. Co., 42 Io., 677.

Facts of the case considered with reference to the doctrine of contributory negligence.

Farley v. C., R. I. & P. R. Co., 42 Io., 234.

Every railroad company must construct crossings at public highways, and is liable for injuries resulting from neglect of their duty.

Finch v. Central Railroad, 42 Io., 304.

When a company through negligence, injures stock, it is its duty to take reasonable care of it, and failing to do so, the owner may recover a reasonable compensation for care bestowed on stock so injured.

Kuhn v. The C., R. I. & P. R. Co., 42 Io., 420.

That the owner of stock permits it to run at large near a dangerous crossing does not constitute negligence. Overruling *Gribble vs. Sioux City*, 28th Iowa, 390.

Bowen v. The B. & S. W. R. Co., 42 Io., 346.

Even though at the time its road is leased, defendant cannot escape liability for injuries done while the road is being operated in its corporate name, sections 1,278 and 1,307 making lessees liable to the same extent as the corporations themselves, provided merely a cumulative remedy and do not release the corporations.

Hine v. The K. & D. M. R. Co., 42 Io., 636.

A railway company has the right, subject to proper equitable control, and police regulations, to lay its track in the street of a city, without the consent of the city authorities, and such right is not conditioned upon the previous payment of damages.

Hahn v. C., O. & St. Jo. R. Co., 43 Io., 333.

An appeal from the assessment of the right-of-way damages, may be taken by serving notice on the opposite party, or his attorney.

Brush v. The S. A. & D. R. Co., 43 Io., 554.

A contract limiting defendant's liability as a common carrier is void under sec. 308 of the Code, even though the shipper received special rates and a pass on the road.

Treadway v. The S. C. & St. P. R. Co., 43 Io., 527.

The law imposing double damages on railroads for stock injured, by reason of a failure to fence where they have a right to do so, is not in contravention of the fourteenth amendment to the constitution of the United States, guaranteeing to all the equal protection of the laws.

Steele v. Central Railroad, 43 Io., 109.

W agreed to pay defendant fifteen hundred dollars, if within a specified time it should have completed its road to West Union, and have done one-half the grading between that place and the point of intersection with the M. & St. P. R'y. *Held*, the company had not complied with the contract by doing the grading, while it failed to construct its road to West Union.

Smith et al. v. The C. R. & M. R. Co., 43 Io., 239.

Plaintiffs and defendant agreed to labor together to obtain a grant of land for constructing a road from A to the Missouri river. The defendant constructed a road from C to the Missouri river, and plaintiffs became subrogated to rights of a company which had constructed from A to C. Defendant obtained a grant of land, but no part of it was for constructing a road from A to C. *Held*, plaintiffs were not entitled to any part of the grant.

First National Bank v. Davis, 43 Io., 424.

A construction company organized for the purpose of furnishing materials for use, building and equipping railroads, is a railway corporation within the meaning of the Statute exempting the stockholders from liability beyond the amount of their stock.

Williams v. Central Railroad Co., 43 Io., 396.

A brakeman sought to couple cars; failing to do so, instead of stepping out he moved on and sought to couple them while in motion, and his foot was caught in a frog, and he suffered injuries. *Held*, that the failure of the defendant to furnish cars which coupled readily, was not the proximate cause of the injury.

Belair v. C. & N. W. Railroad Co., 43 Io., 662.

Whether a brakeman in coupling cars is negligent in standing facing the draw-bar, is a question of fact for the jury.

Park v. C. S. W. Railroad Co., et al., 43 Io. 636.

A railroad company laid its track across the public highway leading to plaintiff's place of business so as to divert travel and diminish his business. *Held*, he could recover therefor.

Stodhill v. C., B. & Q. Railroad Co., 43 Io., 26.

Defendant has no right by virtue of procuring the right-of-way, to divert a stream of water from its natural channel.

Gear v. The C., C. & D. Railroad Co., 43 Io., 83.

In estimating damages for right-of-way, the obstruction of a highway is not a proper item for consideration. If a railroad company obstructs a highway, it may be indicted therefor.

Hammond v. C. & N. W. Railroad Co., 43 Io., 168.

The words, "running at large" in the law defining the liabilities of railroads for injuring stock, is simply that they are not under the control of the owner.

Tyson v. The K. & D. M. Railroad Co., 43 Io., 208.

Plaintiff maintained the fence and gates as a private crossing; defendant was justified thereby in assuming that he preferred an open crossing.

Allender v. C., R. I. & P. R. Co., 43 Io., 276.

Due care and proper directions as to the mode of entering trains is required of railroad companies.

McKnight v. The I. & M. Railway Construction Co., 43 Io., 406.

A construction company running trains loaded with gravel, is operating a railway within the meaning of the statute as to injuries incurred by negligence of company employes.

Ruppert v. The C. O. & St. Jo. R. Co., 43 Io., 490.

In assessing damages for right-of-way, if the land is held by tenants in common, damages should be awarded separately, if such interest can be ascertained. A settlement with one of the owners does not deprive the others of the right of appeal. A partition of the premises pending the appeal does not dismiss it. The right-of-way is acquired when the damages assessed are paid to the sheriff.

Stark v. S. C. & P. R. Co., 43 Io., 501.

A railroad company is not bound to locate its track in the center of the one hundred feet allowed for right-of-way.

Tredway v. The S. C. & P. R. Co., 43 Io., 527.

A railroad company is liable for injuries to stock, even though it has fenced one side of its road.

Henderson v. The C. R. & P. R. Co., 43 Io., 621.

A land-owner by forcibly opening the gates at a crossing, sufficiently indicates his wish that the company shall comply with section 1329 of the Code. From the facts in the case it was held he had clearly shown his intent to have a crossing as required by law.

Belair v. The C. & N. W. R. Co., 43 Io., 620.

Action against defendant for negligence in keeping its cars in repair. Plaintiff must show by a preponderance of evidence that he was not negligent, and did not know of the defect. He is chargeable with knowledge of a patent defect, but actual knowledge on his part of a latent defect must be shown. If he knew of defect, and called the attention of defendant to it, and was assured it would be remedied in a reasonable time, he could not be held to have waived his rights by continuing in

the service such reasonable time. What would be a reasonable time, is a question for the jury.

The U. & S. W. R. Co., v. Heard, 44 Io., 358.

Plaintiff commenced an equitable action to compel defendant to a specific performance of an agreement to convey a certain right-of-way. A plea in abatement that an action at law was pending against plaintiff for damages for appropriation of the right-of-way was held to be bad.

McCoy v. K. & D. M. R. Co., 44 Io., 424.

The ordinary responsibility of a common carrier attaches for a cause of damage not connected with the conduct, character, or propensities of the animal injured. A contract limiting carrier's liability is in conflict with section 1308 of the Code. Burden of proof is upon a common carrier to establish the facts which relieve him from liability.

O'Rourke v. The C., B. & Q. R. Co., 44 Io., 526.

If a common carrier receives for transportation, goods directed to a point which has no existence, it becomes liable as such carrier, but it was not bound to undertake their transportation. When the plaintiff's negligence is known to defendant, he is, in such a case as this, liable, notwithstanding the contributory negligence of plaintiff.

The County of Wapello v. B. & M. R. R. Co., 44 Io., 585.

Plaintiff voted \$100,000 for stock of defendant, payable in bonds. The articles of incorporation of defendant, provided for a collection of installments by suit, or a forfeiture of the stock, or its sale at auction. The by-laws provided for stock-certificates if desired or payment of first installment, and a credit of the amount of the installments paid thereon. It was the habit of the defendant to give receipts for subsequent installments paid, and paid-up certificates when all payments were made. The plaintiff issued \$30,000 in bonds, and refused to issue any more. Afterwards it brought an action to compel defendant to issue stock-certificates for \$30,000. *Held*, the contract was an entirety, that paid-up certificates could only issue when all installments had been paid; that the burden of proving a different agreement rested on the plaintiff, and could not be established from an understanding of plaintiff's agent, nor from a statement of one of defendant's officers, nor from a recital in the bonds received from the county. An adjudication that counties had no right to become subscribers to stock of railroads, relieves county from further liability. The plaintiff's right to recover the bonds or their value accrued at the date of such adjudication, and would be barred in five years from that date.

Cadle v. The Muscatine Western Railroad Co., 44 Io., 11.

Action by an adjacent lot owner for damages for negligently and improperly constructing defendant's line on a street. The measure of damages held to be the difference between the value of the property as constructed and its value with the time properly constructed.

Williamson v. The City of Keokuk, 44 Io., 88.

The act amending the charter of the City of Keokuk, approved, January 22, 1853, did not confer power to subscribe for the capital stock of a railroad. Bonds issued without authority are not legalized by

chapter 258, Acts of 1857. Municipal bonds issued without authority are void, even in the hands of an innocent purchaser.

Cooper v. Central Railroad of Iowa, 44 Io., 134.

A railroad company is bound to use reasonable precaution for the safety of its employes, but is not held to extraordinary care. A fireman on an engine is held to be under the control of his immediate superior, the engineer.

Payne v. C., R. I. & P. R. Co., 44 Io., 236.

Under the Revision a failure to put up a sign-board, did not render a railroad company liable for injuries received at a crossing. Plaintiff was required to show his own care to recover. The law in force at the time the injury was received must govern. A subsequent statute will not apply to the case at bar.

Artz v. C. R. I. & P. R. Co., 44 Io., 284.

Unusual speed is not *per se* negligence, but is a circumstance to be considered in determining the question.

Donald v. St. Louis, K. C. & N. R. Co., 44 Io., 157.

Two adjacent land owners inclosed their lands in common. Afterwards, and after the railroad was constructed and operated, they erected a division fence and notified the railroad company to erect cattle guards, which it failed to do. *Held*, that the defendant was liable for injury done to the crop by cattle entering from the railway, and that the actual value of the crop destroyed was the measure of damages.

Young v. St. L., K. C. & N. R. R. Co., 44 Io., 172.

Under section 1289, the liabilities of a railroad company attach when the want of a fence, in connection with the acts of the company's agents proximately caused the injury.

McKinley v. C. & N. W. R. Co., 44 Io., 314.

Defendant was held liable for the malicious and criminal acts of its servants, in executing what they supposed to be the orders of the superior. Mental anguish from the character of the assault, an element of damage, even where exemplary damages do not lie. Plaintiff sought to enter ladies' car, and was ejected with great force, receiving severe bodily injury. In such case a verdict of \$12,000 was reduced to \$7,000.

Irish v. The B. & S. W. R. Co., 44 Io., 380.

Pending an appeal from assessment of right-of-way damages, plaintiff and defendant agreed upon a sum for which judgment should be entered in the circuit court, with stay of execution or other proceedings to collect judgment, for two years. It was held this was not a sale of the right-of-way, and did not confer authority to enter possession, and if not paid in two years an injunction would lie restraining defendant from use of the right-of-way; and a stipulation in the agreement that judgment should draw interest, would not work an estoppel on the plaintiff.

Van Gilder v. C. & N. W. R. Co., 44 Io., 548.

Plaintiff left his trunks for storage over night with defendant's freight agent, intending next day to take them to passenger depot and check them, and in the mean time they were lost, and defendant was held as a warehouseman, and being a gratuitous bailee was held only for gross negligence.

Robb v. A., K. & D. M. R. Co., 44 Io., 440.

A jury was summoned by sheriff to assess damages on a tract of land for right-of-way, and the same day the jury assessed damages for several tracts of land belonging to several owners. Directing the jury to pass from one tract of land to the other, did not amount to a distinct summons, and sheriff was entitled to charge for but one summons.

The C., D. & M. R. Co. v. Schewe, 45 Io., 79.

Subscription to a railroad company payable if at a time specified the road should be constructed and a train running to "within one mile" of a post-office. The road was built within the time, a depot located within one mile of the post-office, and on the day named a train ran to a point within two hundred yards of the depot. *Held*, to be a substantial compliance with the conditions of the subscription.

Morris v. The C., B. & Q. R. Co., 45 Io., 29.

In an action for damages for personal injuries the amount to be allowed for loss of power to earn money, and for pain and anguish, rests in the discretion of the jury. Plaintiff's negligence will not avail as against acts done after discovery of his negligence which could have been avoided by reasonable care.

Fry v. Dubuque & Southwestern R. Co., 45 Io., 416.

In an action for personal injuries, future physical suffering which will, with reasonable certainty, result from the injury, is a proper element of damages.

Parson v. Milwaukee & St. Paul R. Co., 45 Io., 497.

A railway company is liable only for gross negligence or willful injury done to an animal straying upon its track, when the animal is one prohibited from running at large, and it is so at large by the sufferance of the owner.

Murphy v. C., R. I. & P. R. Co., 45 Io., 661.

In an action by an administrator, for causing the death of the decedent, plaintiff must prove that decedent was not guilty of negligence.

Holbert v. St. L., K. C. & N. R. Co., 45 Io., 23.

A foreign corporation has no power to acquire or possess land for right-of-way in this State; it is not a proper party to a legal proceeding for the assessment of damages for right-of-way, and may be enjoined from using a right-of-way till it makes compensation.

Campbell v. The C., R. I. & P. R. Co., 45 Io., 76.

Running a hand-car over the track when a train is past due, even though more than ordinary damage is thereby incurred, is not *per se* negligence.

The City of Council Bluffs v. The K. C., St. Jo. & C. B. R. Co., 45 Io., 338.

The term "transfer" in section 1310 of the Code, refers to the act of removing freight, passengers and express matter, and is intended to cover transfers of loaded cars, as well as transfers of their contents. Sections 1310—1316 of the Code, are in conflict with the acts of Congress, approved July 1, 1862, and June 16, 1866, and cannot therefore, be enforced. Any regulation of the transportation of goods from one State to another, operates as a regulation of commerce and a statute prescribing such a regulation is unconstitutional and void. As a railway company has a right to occupy the streets of a city with its track without the consent of the city, it cannot by ordinance, impose conditions of occupancy, which are binding on the railroad company.

Frith v. The City of Dubuque and The C., D. & M. R. Co., 45 Io., 406.

The fact that the city has granted to a railway the right to lay its track on one of the streets, does not deprive an adjacent lot owner of the right to recover any *special* damage resulting to him by reason of such track. He may recover such *special* damage from the time the street was obstructed till the commencement of the action, but the city which granted the right to the railway company is not liable to the lot owner.

Monahan v. The K. & B. M. R. Co., 45 Io., 523.

Under section 1289 of the Code, railway companies are liable for all stock killed on depot grounds, by trains running at a greater rate than eight miles an hour, but the liability of a company for stock killed just outside of depot grounds, is not affected by the fact that its train was running faster than eight miles an hour.

O'Neil v. The K. & D. M. R. Co., 45 Io., 546.

An employe of a railroad company who voluntarily leaves his post, and goes to another part of the train where the exposure is greater, is guilty of negligence, contributing to the injury, and cannot recover therefor.

Paine v. The C., R. I. & P. R. Co., 45 Io., 569.

A conductor threatened to eject a passenger for not paying an additional sum demanded by reason of his not having purchased a ticket. *Held*, that the mere threat did not entitle the plaintiff to punitive damage. In the absence of malice or wantonness on the part of the conductor, he would only be entitled to recover the excess charged and interest.

McMillan v. B. & M. R. Co., 46 Io., 231.

An infant is not held to the same degree of care as an adult; it is held bound to exercise for its protection such care only as a person of its age and discretion would naturally use.

Locke v. The S. C. & P. R. Co., 46 Io., 109.

Plaintiff's negligence must have contributed directly to the injury. Knowledge of the condition of a bridge by employes whose duty it was to keep it in repair either actual or implied, would fasten negli-

gence on the defendant. A railway company is held only to the exercise of ordinary care as to its employes.

Kucheman & Hincke v. The C., C. & D. R'y Co., 46 Io., 366.

Where an adjacent lot owner owns the fee of the streets he is entitled to damages for its occupation by a railway company, to be assessed under the law. He is not limited to the value of the land taken, but may also recover the damages which result proximately from the use for which it is taken, but is entitled only to damages for the use of his own land which extends to the center of the street.

Davis v. The C. & N. W. R. Co., 46 Io., 389.

The laying down of an additional track in a street already occupied, does not of itself constitute a nuisance and entitle an adjacent lot owner to damages.

Potter v. The C., R. I. & P. R. Co., 46 Io., 399.

The law rendering railway companies liable for injuries to employes from negligence of co-employes, is confined in its operation to those engaged in operating the road.

Mann v. The S. C. & P. R. Co., 46 Io., 437.

Decedent was killed by the falling of a train of cars through a bridge on defendant's track, on which train decedent was employed. A piece of piling of a part of the bridge which did not go down at the time of the accident, was not admissible evidence to show that bridge was decayed and unsound, but *was* admissible to show that the caps or timbers resting on the piling were not bolted thereto.

The C., D. & M. R. Co. v. Olmestead, et al, 46 Io., 316.

Mandamus will not lie to compel the board of supervisors to levy a tax voted to aid in the construction of a railroad.

APPENDIX—PART IV.

CIRCULARS ISSUED BY BOARD.

CIRCULAR NO. 1.

To.....

Under the provisions of section No. 3 and eleventh article of section No. 4, of chapter No. 77 of the Acts of the Seventeenth General Assembly of Iowa, approved March 23, 1878,

You are hereby required to furnish the Railroad Commissioners, at their office, at the Capitol in Des Moines, on or before the 10th day of May, 1878, a profile of your road, made on profile paper (would prefer it on a scale of four hundred feet to the inch horizontally, and thirty feet to the inch vertically).

On this profile the board requires:

1st. The grades in full, the elevations, and rate of ascent or descent per one hundred feet.

2d. The curvatures in degrees or parts thereof, per one hundred feet, and the length of curve marked wherever it occurs.

3d. The contemplated changes or reduction of grades, either dotted in, or in different colored ink.

4th. The names of stations and length of sidings, with the amount of double track, marked on the profile where it occurs; also, the parts of the line where steel rail is in use.

5th. The bridges, culverts and waterways, with description of the same, the material of which they are constructed, with spans and total openings of each, and the area of waterways through structure, and the numbers by which they are known by the company.

6th. The names of the streams crossed, marked on the profile where they occur; where masonry is built, the material that forms the foundations.

7th. Annual reports of the road from the beginning of construction, if practicable.

8th. Map of line of road through the State as far as built.

Would prefer the profile made in sections of about fifty miles each, and marked 1, 2, etc., from the terminus.

J. S. CAMERON, *Secretary*.

CIRCULAR NO. 2.

STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, June 6, 1878. }

.....

1ST. The Board of Railroad Commissioners call attention to the liability of accident arising from the neglect of railway companies to fill the angles of frogs, guard rails, and switches, so as to prevent the possibility of the boot-heels of employes and others, about the depots and crossings, from being caught in them, in switching cars. A few of the companies have taken the precaution to fit blocks of wood into the angles which expose employes to this danger, and the commissioners are of the opinion that all the roads should adopt some such precaution.

2D. In view of the recent accidents involving loss of property by cars running off the track on trestles and bridges, the Board would suggest the propriety of investigating the expediency of putting inside, or guard rails, extending on to the approaches, particularly of bridges that are crossed at a high rate of speed.

Respectfully,

J. S. CAMERON,
Sec. Board R. R. Commissioners.

CIRCULAR NO. 3.

OFFICE OF
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, IOWA, September 11, 1878. }

.....

Your attention is called to the requirements of sec. 14 of chapter 77, of the acts of the Seventeenth General Assembly, which reads as follows:

SEC. 14. Upon the occurrence of any serious accident upon a railroad, which shall result in personal injury or loss of life, the corporation operating the road upon which the accident occurred shall give immediate notice thereof to the Commissioners, whose duty it shall be, if they deem it necessary, to investigate the same, and promptly report to the governor the extent of the personal injury or loss of life, and whether the same was the result of the mismanagement or neglect of the corporation on whose line the injury or loss of life occurred. *Provided*, That such report shall not be evidence, or referred to in any case in any court.

You are respectfully requested to forward reports to us under said section, at the earliest possible moment after the occurrence of any accident.

By order of Commissioners.

J. S. CAMERON, *Secretary.*

ERRATA.

- Page 16—For “is manifest,” 8th line from bottom of Decision, read “if manifested.”
- Page 16—Omit “and which,” 6th line from bottom of Decision.
- Page 25—For “three,” end of 9th line from bottom, read “one and one-half.”
- Page 39—For “\$4,405,051.41,” 3d line of table, read “\$4,415,051.41.”
- Page 48—For “on through business,” 3d line of last paragraph, read “from local business.”
- Page 52—For “eleven,” 9th line from top, read “fourteen.”
- Page 56—For “Joseph Nimms,” 10th line from top, read “Joseph Nimmo.”
- Page 60—After the word “up,” 8th line from top, insert “to.”
- Page 92—The figures as to the last five railroads (narrow gauge) were transposed; they should read as follows:

NARROW-GAUGE.							
Burlington & Northwestern.....	19.80	.....00	19.80	1.00	20.80	.....	19.80 2:00
Crooked Creek Railway & Coal Co.	8.00	.....	8.00	1.50	9.50	.....	8.00 2:00
Des Moines & Minneapolis.....	56.78	.....00	56.78	3.85	60.58	.....	56.78 7:00
Iowa Eastern.....	19.10	.....00	19.10	1.60	20.70	.....	19.10 3:00
Waukon & Mississippi.....	23.90	... 00	23.00	.50	23.50	.....	23.00 3:00

INDEX.

	PAGE.
ACCIDENTS to persons during the year	45
the Altoona disaster	45
killed and injured, how	45
table of, all Iowa railroads	108
circular to railroads respecting	70, cccxxii
by each company, (and see Report)	108
ACCOUNTS , defective, various methods of	84, 73, 74, 75
suggestions as to uniformity of	73, 74, 75
national convention to recommend plan.	73, 74, 75
AMENDMENTS to railroad laws suggested	18, 32, 33
as to bridges	18
as to penalties	19
as to sections of Code 1293, 1294, 1295, 1303.	32, 33
BOARD OF COMMISSIONERS , who are, and duties of	3, clxxxvii
powers, and limitations of	4-17, 55
make annual report to Governor	7
investigate bridges and freight tariffs	9
general supervision of defined	10
national convention of	73, 75
BRIDGES , definition of	17
defects in law respecting	17, 18
action of commissioners as to	19
amendments to law respecting suggested	18
number, kind, and length of	40
table of, and crossings	98, 94
laws respecting, general	viii, xxx
right-of-way for	lxiii
railroad and wagon combined	civ, cliii
act for at Burlington	vi
BURGLARY of cars prohibited	lxxx
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILROAD COMPANY —	
answer to complaint of T., P. & W. Co.	29, 30
rate of earnings on capital	37
capital swelled by construction	38
miles of steel rail	40
tonnage capacity of locomotives	44
annual report of	107-121
incorporation of legalized	lxxx
BURLINGTON & MISSOURI RIVER RAILROAD COMPANY —	
land grant in aid of	46
BURLINGTON & NORTHWESTERN RAILROAD COMPANY —	
capital and debt per mile	35
capital swelled by construction	38
tonnage capacity of locomotives	44
annual report of	371-376
incorporation of legalized	lxxx

	PAGE
BURLINGTON & SOUTHWESTERN RAILROAD COMPANY—	
operating expenses above gross earnings.....	37
tonnage capacity of locomotives.....	44
annual report of.....	127-134
incorporation of legalized	lxxxiv
CAMERON, J. S., appointed Secretary of Board.....	3
CARPENTER, C. C., commissioner, resigned	3
CAPITAL stock of Iowa railroads, (and see <i>tables</i>)	34, 35, 66
swelled by construction charges	38
statistical table of.	78, 79
of each railroad company (See <i>respective reports</i>).	
CEDAR FALLS & MINNESOTA RAILROAD COMPANY—	
annual report of,.....	280-282
CEDAR RAPIDS & MISSOURI RIVER RAILROAD COMPANY—	
land grant in aid of	46, xiv, xvi
annual report of.....	196-198
CENTRAL RAILROAD OF IOWA—	
contract with Consolidated Coal Company	29
decision of commissioners as to.....	20-28
annual report of.....	135-144
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—	
rate of earnings on capital.....	37
capital swelled by construction.....	38
miles of steel rail.	40
tonnage capacity of locomotives.....	44
one of the pool lines.	48, 49
Creston & Northern extension of.....	72
Chariton & Indianola, extension of.....	72
Hastings & Sidney extension of.....	72
annual report of,.....	145-158
CHICAGO, CLINTON, DUBUQUE & MINNESOTA RAILROAD CO.—	
tonnage capacity of locomotives.....	44
annual report of.....	225-234
CHICAGO, CLINTON & WESTERN, annual report of.....	122-126
CHICAGO, IOWA & NEBRASKA—annual report of.....	194-19
CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY—	
rate of earnings on capital.....	37
capital swelled by construction.....	38
tonnage capacity of locomotives.....	44
extension of, from Algona.....	72
annual report of	157-170
report of Western Union Division.....	171-178
CHICAGO & NORTHWESTERN RAILWAY COMPANY—	
rate of earnings on capital.....	37
capital swelled by construction.....	38
miles owned and operated in Iowa....	39
miles of steel rail.....	40
tonnage capacity of locomotives.....	44
one of the pool lines.....	48, 49
increase of traffic.....	64
annual report of.....	179-193

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD—

rate of earnings on capital.....	87
capital swelled by construction.....	38
miles of steel rail.....	40
tonnage capacity of locomotives.....	44
land grant in aid of.....	46, xxxix., xlii
one of the pool lines.....	48, 49
increase of traffic....	64
Avoca & Harlan extension.....	72
Atlantic & Audubon extension.....	72
annual report of.....	209-224

CIRCULARS issued to railroad companies.....70, ccxxxi**CITIES AND TOWNS may vote aidxlvi**
may permit or prohibit track therein.....clx**CLASSIFICATION of railroads—"A," "B," "C," 67-69**

former classification.....	cviii, cxclii
of tonnage, table of.....	100, 101
of freights, "Granger law".....	cxviii

COMMISSIONER law, observations on.....4, 5, 50-59

abstract of, in other states.....	52-59
states that have adopted it.....	52-54
of Great Britain, condensed.....	57
views upon, by Charles F. Adams Jr.....	59

COMPILATION of railroad returns78-108

of Iowa railroad laws.....	81-82
of judicial decisions in state.....	81, 82

COMPLAINTS, K. & D. M. v. D. M. & Ft. D. Company..... 5-16

Consolidated Coal Co., decision on contract.....	19-26
against Crooked Creek Railroad Company.....	28

CONSTRUCTION of law, rule of..... 8-11

of section 11, as to rates of freight.....	26-28
--	-------

CONTRACT, Consolidated Coal Co. with C. R. R. of Iowa 20

decision as to.....	20-26
---------------------	-------

CROOKED Creek R. R. Co., complaint against..... 28

capital and debt per mile.....	85
expenses above gross earnings.....	87
tonnage capacity of locomotives.....	44

CROSSINGS near Mississippi river xciii

over highways, must be passable.....	cvii
--------------------------------------	------

DAVENPORT & Northwestern, annual report of 235-242**DAKOTA Southern and Sioux City & Pemb., annual report of.....347-356****DEBT of railroads in the state..... 85**

average per mile.....	85
table of.....	80, 81
of each company—(see report of.)	

DECISIONS, K. & D. M. v. D. M. & Ft. D. Co..... 11-16

all complied with by railroad companies.....	81
judicial, compilation of.....	81, ccix., et seq

DECISIONS OF SUPREME COURT AS TO RAILROADS—

counties may vote aid.....	cxov
as to right-of-way.....	cx
right-of way damages do not include fencing.....	cxvi
corporation can be garnisheed.....	cxvi
as to subscriptions to stock.....	cxvi

DECISIONS—CONTINUED.

legal residence of railroad companies.....	cxcvi
as to ejecting passengers.....	cxcvi
train fare may be higher than station fare	cxcvii
venue proper in any county where track runs.....	cxcvii
counties may not subscribe stock.....	cxcvii, cxcix, cc
companies must pay for property before using it.....	cxcvii
cities may tax depot grounds for street improvements.....	cxcviii
rights of carrier and shipper.....	cxcviii
fee of right-of-way on streets rests in grantee.....	cxcviii, ccii
railroads liable for carelessness but not willful acts of agents	cxcviii
Iowa railroad stock of non-residents taxable in the state.....	cxcviii
as to taxation of land grants.....	cxcviii, ccii, et seq
goods may be held for back charges.....	cxcviii
double damages constitutional	cc, et seq
as to conditions of stock subscription.....	cxcix, ccv
rolling stock not taxable for city purposes.....	cc
grants taxable in hands of railroad companies.....	cc, et seq
duty as to fence at crossings.....	ccii, et seq
as to negligence by an injured person.....	ccii
rights under land grant acts	ccii
liability as common carriers.....	cciv, ccv, et seq
railroads must keep stations in good repair.....	cciv, et seq
must keep cars in good repair.....	ccvi
liability from fires set from engines.....	ccix, et seq.
as to damages for delaying baggage.....	ccx
as to passengers on freight trains.....	ccx
passengers may be removed for bad conduct	ccxi
skilled engineers must be employed.....	ccxii
as to rates of speed in cities.....	ccxvii
1,000-mile tickets may be limited as to time	ccxx
Carlisle tables admissible in estimating damages	ccxxi
law as to construction companies.....	ccxxiv
definition of stock "running at large"	ccxxv
as to keeping cars in repair.....	ccxxv
as to injury of employes.....	ccxxvii
mental anguish of defendant for injuries an element of damage.....	ccxxvii, et seq
as to transfer of inter-state freights, etc.....	ccxxix
mandamus will not lie to compel board of supervisors to levy tax voted.....	ccxxx
DES MOINES & FORT DODGE RAILROAD COMPANY—	
tonnage capacity of locomotives.....	44
land granted in aid of.....	46
annual report of.....	242-250
DES MOINES, Boone & Northern, legalized.....	lxxxii
DES MOINES & MINNEAPOLIS RAILROAD COMPANY—	
capital and debt per mile.....	35
rate of earnings on capital.....	37
capital swelled by construction	38
tonnage capacity of locomotives.....	44
annual report of.....	334-390
extension of time	lxxxv, c
DES MOINES Navigation Co., joint resolution.....	x
DES MOINES River Improvement Commission.....	xi, xiii
DES MOINES River Grant, release of part.....	xxv, xxx
DES MOINES River Improvement, settlement account	xlvi

INDEX.

COXXXIX

	PAGE.
DES MOINES Valley Railroad grant	viii, x
DISTRIBUTION of cars by railroads.....	20-23
DISCRIMINATION, prohibited by law	27, 28
DRAWBACK contracts authorized.....	xciv
DUBUQUE & PACIFIC RAILROAD COMPANY—	
two resident trustees required.....	vii
enrative act respecting.....	xlii
land grant resumed.....	xliv
DUBUQUE railroad bridge act.....	viii, xlii
DUBUQUE SOUTHWESTERN RAILROAD COMPANY—	
capital swelled by construction.....	38
tonnage capacity of locomotives	44
annual report of	251-253
DUBUQUE & SIOUX CITY RAILROAD COMPANY—	
land grant in aid of.....	47
annual report of.....	273-275
restrictions as to land grant	xvii, xviii
land grant resumed.....	xliv
EARNINGS, passenger, mail and express, gross.	36, 37
freight and miscellaneous.....	36, 37
excess of by sundry railroads.....	39
average net per mile on all roads.....	39
of larger lines, average per mile.....	62, 63
table of, all roads in state	84, 85
of each company in detail (see report of each).	
EMPLOYES, number of, and salaries paid to.....	67, 95
statistical table of, all roads.....	95
EQUIPMENT, cost of per mile.....	36
number of locomotives.....	42, 95
table of, all roads.....	95, 97
EXCELSIOR Coal Co., case of.....	19, 26
FREIGHT rates, reported increase of.....	59, 60
unreasonable, protested against.....	59, 60
statistical table of.....	102
FORT DODGE & FORT RIDGELY RAILROAD COMPANY—	
comparison as to construction.....	35, 36
annual report of.....	259
GENERAL supervision of railroads considered.....	5-17
GRANGER tariff of 1874.....	cx, cxlii
GRIEVANCES, public and private.....	10, 11
GRINNELL & Montezuma railroad, annual report of.....	260, 263
ILLINOIS CENTRAL RAILROAD COMPANY, (Iowa Division)—	
rate of earnings on capital... ..	37
tonnage capacity of locomotives.	44
annual report of.....	264-272
IOWA CENTRAL AIR LINE, grant resumed.....	xiv
IOWA RAILWAY COAL & MANUFACTURING COMPANY—	
rate of earnings on capital.....	37
annual report of.....	283-287
IOWA EASTERN RAILROAD COMPANY—	
tonnage capacity of locomotives.....	44
annual report of.....	391-395

	PAGE.
IOWA FALLS & SIOUX CITY RAILROAD COMPANY—	
annual report of.....	276-279
IOWA MIDLAND, annual report of.....	199-206
IOWA SOUTHERN, may issue construction bonds.....	vi,
JURISDICTION of Board of Commissioners.....	5-16
KANSAS CITY, ST. Jo. & COUNCIL BLUFFS RAILROAD—	
rate of earnings on capital.....	37
capital swelled by construction.....	38
tonnage capacity of locomotives.....	44
annual report of.....	283-297
KEOKUK & DES MOINES RAILROAD COMPANY—	
capital swelled by construction.....	33
case vs. Des M. & Ft. D. R. R. Co.....	5-17
tonnage capacity of locomotives.....	41
land grant in aid of.....	46
annual report of.....	298-309
LAND GRANTS TO RAILROADS. (See each report.)—	
total aid to in the state.....	46
act of congress, May 15, 1856.....	111
acceptance of by general assembly.....	17
regranted to companies named.....	iv, vi
companies may mortgage same.....	vii-viii
to Des Moines Valley Railroad.....	viii-ix
to Cedar Rapids & Missouri River Company.....	xiv, xvi
to Sioux city & St. Paul Company.....	xxxvi
by congress to state accepted.....	xxxviii
to Chicago, Rock Island & Pacific.....	xxxix, xlii
to McGregor Western resumed.....	xliii
to Dubuque & Pacific, resumed.....	xliv
to Dubuque & Sioux City, resumed.....	xliv
relinquished to D. M. V. Company.....	1-111
to McGregor and Sioux City Company.....	lii
D. & S. C. transfer to I. F. & S. C. Company.....	lx
to Iowa Falls & Sioux City Company.....	lxi
to Dubuque Bellevue & Sabula.....	lx
to Tete des Morts branch.....	lxviii
title deeds to be entered of record.....	cxviii
governor to certify to S. C. & St. P. Company.....	cxix
to M'G. & S. C. resumed and regranted.....	cxxxv
LATERAL roads, laws as to.....	20, 26
LAWS, respecting railroads compiled.....	31
MAPLE River railroad, annual report of.....	207, 208
McGREGOR & SIOUX CITY RAILROAD COMPANY—	
grant in aid of.....	47, liv
swamp land grant, Cerro Gordo county.....	lxvi
McGREGOR Western railroad, grant resumed.....	xliii
MILEAGE of passenger and freight trains.....	93, 99
MISSOURI, IOWA & NEBRASKA RAILROAD COMPANY—	
operating expenses above gross earnings.....	
tonnage capacity of locomotives.....	
annual report of.....	310-324

	PAGE
NARROW-GAUGE RAILROAD COMPANIES—	
capital and debt per mile.....	85
NEWTON & MONROE RAILROAD COMPANY—	
capital swelled by construction.....	38
tonnage capacity of locomotives.....	44
annual report of.....	319-325
OBSTRUCTING railroad trains punished.....	x
OFFICERS OF EACH RAILROAD COMPANY—(See reports.)	
OPERATING expenses, compared to gross earnings.....	87, 88-91
table of.....	86, 87
PENALTIES for failure to report.....	19
RAILROAD COMMISSIONERS, law creating.....	clxxxvii
RAILROAD COMPANIES must furnish cars.....	11-15
miles owned by operating companies	39
miles leased by operating companies.....	39
crossings, number of	41
number of persons employed by railroads.....	42, 67
miles of fencing built by.....	42
business done by, in state.....	61, 62
prosperity of the large lines.....	62, 63
growth of railway traffic.....	63-65
value of, in Iowa.....	66, 77
classification of.....	67, 69
publicity of management recommended.....	71
construction of, during 1878.....	72
total miles of, in the state.....	72, 92
officers must reside in the state.....	xix
must make annual report.....	xx, xxi
must fix passenger and freight rates.....	xxi, lxxv
provide crossings and cattle-guards	xxi
liable for injuries to stock.....	xxii, lvii
judgments, lien upon.....	xxii
transport troops in case of war.....	xxii
may issue construction bonds.....	xxiii
may issue preferred stock.....	xxiii, xxxii, cvi, cli
may make drawback contracts.....	xxiv, xciv
liability of, as common carriers.....	xxxii
local tax in aid of.....	xlvi, lxxi, clv, clviii, clix
may take land for tanks, etc.....	lviii
laws applicable to lessees.....	lxiv
liability of.....	lxxiv
fix maximum freights and fares.....	lxxv, clxiv
liable for damage to baggage.....	lxxv
may sell unclaimed goods.....	lxxvi, lxxix
local aid act amended.....	xo
liable for willful acts of agents.....	xcv
grades in cities and towns.....	cv, clx
shall make Y at intersections.....	cv, clxi
highway crossings made passable.....	cvi, clxxvii
forfeit by non-use of right-of-way.....	cvi, clxxvi
rates of, (Granger law).....	cvi
must maintain general offices.....	clxxiv
may change lines, how.....	clxxix, clxxxv

	PAGE.
RAILROAD COMPANIES must furnish relief for violating tariff law.....	cxliv
constitutional provisions as to.....	cxlvi
how names can be changed.....	cxlvii
general offices at termini.....	cxlvii
general incorporation law, as to.....	cxlviii
build guards and fences.....	clii
haul cars of connecting roads.....	clix, clxi
assessment and taxation of.....	clxvi
sleeping and dining cars, taxing of.....	clxvii
may incorporate under general act	clxxx
exceptions as to change of line.....	clxxxvi
board of commissioners of.....	clxxxvii
REPORTS OF RAILROAD COMPANIES TO COMMISSIONERS—	
Burlington, Cedar Rapids & Northern.....	107-121
Chicago, Clinton & Western.....	122-126
Burlington & Southwestern.....	127-134
Central Railroad of Iowa.....	135-144
Chicago, Burlington & Quincy.....	145-156
Chicago, Milwaukee & St. Paul.....	157-170
same, (Western Union Division).....	171-178
Chicago & Northwestern.....	179-198
Chicago, Iowa & Nebraska	194-195
Cedar Rapids & Missouri River.....	196-198
Iowa Midland	199-206
Maple River.....	207-208
Chicago, Rock Island & Pacific.....	209-224
Chicago, Clinton, Dubuque & Minnesota.....	225-234
Davenport & Northwestern.....	235-242
Des Moines & Fort Dodge	243-250
Dubuque Southwestern.....	251-258
Fort Dodge & Ft. Ridgely	259
Grinnell & Montezuma.....	260-265
Illinois Central, (Iowa Division).....	264-272
Dubuque & Sioux City.	273-275
Iowa Falls & Sioux City.....	276-279
Cedar Falls & Minnesota.....	280-282
Iowa Railway, Coal & Manufacturing Co.....	283-287
Kansas City, St. Jo. & Council Bluffs.....	288-297
Keokuk & Des Moines.....	298-309
Missouri, Iowa & Nebraska.	310-313
Newton & Monroe.....	319-325
St. Louis, Ottumwa & Cedar Rapids.....	326-334
Sioux City & Pacific.....	335-346
Dakota Southern, and Sioux City & Pembina.	347-356
Sioux City & St. Paul.	357-366
Toledo & Northwestern.....	367-370
REGULATION of roads, freights, and rates	xviii
as to railroad crossings.....	xciii
RESUMPTION of Des Moines River Lands	xxxiii, xxxvi
RIGHT-OF-WAY over abandoned lines	lxx, lxxv
SABULA, ACKLEY & DAKOTA RAILROAD—	
operating expenses compared with earnings	37
tonnage capacity of locomotives	44
annual report of.....	171-178

	PAGE.
SIDINGS, total length of	40
SIoux CITY & PACIFIC RAILROAD COMPANY—	
tonnage capacity of locomotives.....	44
land grant in aid of.....	47
annual report of	335-346
SIoux CITY & PEMBINA RAILROAD COMPANY—	
tonnage capacity of locomotives.....	44
annual report of.....	347-356
SIoux CITY & ST. PAUL RAILROAD COMPANY—	
land grant in aid of	47, xxxvi
annual report of.....	357-366
SPEED of trains, suggestions as to.....	65
STATIONS, total number of	42
table of, and fencing.....	95
STATISTICS, incomplete and defective.....	84
ST. LOUIS, OTTUMWA & CEDAR RAPIDS RAILROAD—	
expenses compared with gross earnings.....	37
tonnage capacity of locomotives	44
annual report of.....	326-334
STOCK AND DEBT, aggregate of in state.....	85
SWAMP lands in aid of railroads.....	x
grant of to McGregor & S. C. Railroad.....	lxvi
TABLES COMPILED FROM RAILROAD RETURNS—	
cost of equipment per mile	36
percentage of expenses to earnings	37
increase of capital by construction	38
train mileage.....	43
tonnage classified.....	43
tonnage capacity of locomotives.....	44
No. 1, of capital stock.....	78, 79
No. 2, of debt.....	80, 81
No. 3, of cost.....	82, 83
No. 4, of earnings.....	84, 85
No. 5, of operating expenses	86, 87
No. 6, same compared with earnings.....	88, 89
No. 7, earnings compared with rental, interest, etc.....	90, 91
No. 8, of track in Iowa	92
No. 9, of bridges and crossings.....	93, 94
No. 10, of stations, employes and fencing.....	95
No. 11, of equipment	96, 97
No. 12, of train mileage.....	98, 99
No. 13, of tonnage classified.....	100, 101
No. 14, of rates of transportation	102
No. 15, of accidents to persons.....	103
TARIFFS, law as to, construed.....	26, 28
passenger, average per mile.....	43
freight, average per ton per mile.....	43, 44
how affected by different grades.....	44
reported increase of.....	59, 60
on freight and passengers, table of.....	102
of each railroad company, (see report.)	
TARIFF law, (Granger act).....	civil
TAXES paid by railroads in State.....	31, 69
law relating to.....	69

	PAGE.
TAXATION of railroads	lxv., lxxiii., xc
and assessment of.....	clxvi
of sleeping and dining cars.....	clxvii
TAX aid may be transferred ...a.....	xcvi
lapses when.....	cl
aid act of 1876.....	cxli
aid to be cancelled, when and how.....	cliv
TELEGRAPH, OF EACH RAILROAD COMPANY, (see report.)	
lines may be erected.....	clxix
TOLEDO & NORTHWESTERN RAILROAD COMPANY—	
rate of earnings on capital.....	37
annual report of.....	367-370
TRANSFER law, at Council Bluffs	lxxxvii
WAUKON & MISSISSIPPI RAILROAD COMPANY—	
Capital and debt per mile	35
annual report of.....	296

SECOND ANNUAL REPORT

OF THE

BOARD

OF

RAILROAD COMMISSIONERS,

FOR THE

YEAR ENDING JUNE 30, 1879.

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

DES MOINES:
F. M. MILLS, STATE PRINTER.
1879.

COMMISSIONERS' REPORT.

STATE OF IOWA,
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, November 30, 1879.

To HON. JOHN H. GEAR, *Governor of Iowa*:

In accordance with the requirements of law, we have the honor to submit herewith the second annual report of the Board of Railroad Commissioners showing the general traffic, earnings, operating expenses and condition of the railroad companies doing business in this State, for the year ending June 30, A. D. 1879, together with the returns of the several companies to this office and tabulated statements therefrom.

No change has taken place in the organization or membership of the Board since the date of our last report. Many of the difficulties which surrounded us at that time, and some confusion of thought due mainly to a new situation, a new law, and inexperienced men to construe it, have disappeared before calm consideration and a more thorough study of the law and its meaning, and a riper acquaintance with the duties required and the modes of solving difficulties presented.

In no direction have we seemed to find better progress than in the direction of a liberal construction of our powers under that clause of section 3 of the act establishing a Board of Railroad Commissioners, which confers upon the Board of Commissioners the general supervision of all railroads in the State operated by steam, and the duty imposed as a result to inquire, examine and inspect the condition, equipment, manner of conduct and management of railroads, all with reference to public safety and convenience.

The statelier forms of complaint provided for in section 15, and the more regular and systematic inspections of bridges as contemplated by section 4, have not the one, seemed so fitted to the habits and genius of our people, and the other, to the exigencies of our situation, as the informal complaint by simple letter to the Board and the equally informal inquiry set in operation by the citizens' letter. Since our organization only three formal complaints have been made, while our report, herewith submitted, will show that the citizens of the State have been free to approach us with almost every form of

informal complaint or inquiry. It is hoped that an examination of our work in this respect will lead to the conclusion that the great work of Railroad Commissions everywhere is in establishing easy informal communication between the patrons and the officials of railroad companies, and that this duty is second only to the work of gathering and systematizing facts connected with railways and their operations, for the use of the Legislature and the public generally.

No requirement ought to be more faithfully and promptly complied with than the mandate of section 5 of the law, directing the president or managing officer of each railroad company doing business in the State, to report to the Commissioners on the fifteenth day of the month of September. Yet the duty is sadly neglected, and the penalty imposed by the Legislature for a failure, though severe, has not been of itself a sufficient reason to enforce prompt compliance with the law. We therefore, again, as in our first annual report (see p. 19) suggest that the Commissioners be required to report such delinquencies to the Governor, and that he be required to proceed at once to collect the penalty upon the reception of the report of delinquency.

In connection with this matter we respectfully recommend that the law requiring the several railroad companies to report to the Board of Railroad Commissioners be so amended as to require the report to be made on the first day of the month of August in each year. Our reasons for this recommendation are, that the period between the fifteenth day of September, and the time when the Commissioners must make their report, is at best limited if all the railroad companies reported promptly. In addition, it is well known that the reports of State officers after the manuscript is prepared, must pass through the hands of the printer and binder in order to be put in shape for general distribution, and time must necessarily be given for their work. Our report should be in the hands of the printer by the fifteenth day of October, if it is to come out in time for general distribution and intelligent comment upon and discussion of the subjects considered, and the recommendations and suggestions made by the Board prior to the meeting of the Legislature. It seems to us if the Board of Commissioners is to become an important factor in bringing the public and the railroad companies to a clear comprehension of their true relations to each other, and to the general good of the State, it is very desirable that the members of the Legislature elect, should have an opportunity to consider and digest the report of the Board prior to their assembling at the capital for legislative work. Yet the last report of one railroad

company came in October 10, 1879, almost one month later than the time fixed by law. Thirty-four reports are to be made under the law. The work of the Commissioners does not end with the simple examination of each report and the extraction therefrom of valuable data and facts, but they should compare the different reports carefully with each other, and with the reports of former years, tables must be prepared, and much consideration given them, if really practicable suggestions are expected from the Commissioners, or knowledge to be acquired through their report, which shall be of benefit to the Legislature and the public generally.

In this connection we desire to call attention to the following remarks of Hon. W. B. Williams, Commissioner of Railroads for the State of Michigan, in his report to the Governor of that State, made on the 10th of October, A. D. 1879. After stating that on the first day of May (the day on which the law of Michigan requires the report to be made), only eighteen of the forty-five reports due were on hand. He further states that some of the delinquent reports did not arrive till late in July. He then says: "It is sincerely to be hoped that our railroad officers will be able in the future to see that it is not only for the public interest, but their own interest as well, that their annual returns are filed in this office at a date as early as that fixed in our law. * * * * There would seem to be no necessity for so long a time to elapse between the close of the year and the date fixed by the law for the filing of the returns of the companies in this office, and I have no question but that if the law required the returns to be filed here within thirty or sixty days after the close of the year, instead of four months, as now, that nearly all the railroad corporations of this State would make their returns more promptly and would find no difficulty in complying with the terms of the law. The fact that so long a time is given impresses upon the minds of the officers of the companies the idea that there is no immediate haste required, and when the blanks are received from this office they are laid aside for a more 'convenient season,' rather than any other purpose. The consequence is that the 'convenient season' not being found, the companies are, before they are aware of it, in arrears with their returns. If, instead of feeling that there is no necessity for making returns as soon as possible after the close of the year, they would fill them out at once, this difficulty would be avoided. * * * * If the accounts of the several companies are kept so as to furnish the information required for the

“returns, there would seem to be no difficulty in making them immediately, as it would then be a mere transcript of the books. If the accounts are not so kept and time is necessary for the purpose of making estimates and *guessing* at results, the returns are of no value. It becomes a serious question whether or not the time used by many of our companies in which to file their returns is not more for the purpose of picking up data that ought to be a matter of record and estimating results, rather than for any other;—in other words, whether it is not caused largely by a want of a proper system of accounts.”

Attention is respectfully called again to the remarks of the Commissioners in their first annual report (see pp. 17 and 18), with regard to the requirement of the law as to bridges. The law requires a physical impossibility. And there seems to the Board to be a peculiar unfitness and want of wisdom in relieving the railroad companies from a rigid accountability to the public for the condition and safety of their own bridges. We renew our recommendation that the legislation upon this subject be revised, and suggest in lieu of the present provisions the scheme or plan set forth on page eighteen of our first annual report.

We again call attention to sections 1280, 1293, 1294, 1295, 1303 and 1318 of the Code of 1873. These sections are unrepealed portions of many laws enacted by the Legislature at different times and under different circumstances. By these several sections sometimes reports are required to be made to the Secretary of State, sometimes to the Governor, sometimes to the Executive Council, and again to the General Assembly. The provisions of sections 1293, 1294 and 1295 call into force and operation a special commission to discharge duties which may now very properly be required of the Commissioners. It seems wise and proper that all reports, facts, statistics and data with regard to railroad matters should be gathered and kept in one office and under the control of that Board which, under the law, is to have general supervision of all the railroads in the State operated by steam.

We again respectfully recommend that the Legislature provide by law that the actual and necessary traveling and other expenses incurred by the Commissioners in the discharge of the duties imposed on them by the law, and for which vouchers shall be rendered, be allowed; and that it be specially provided that each railroad company in Iowa shall furnish transportation over its own road, without expense to the State, for the Commissioners and their secretary, or any person acting under their direction.

COMPLAINTS MADE BY PERSONS AND FIRMS AGAINST RAILROAD COMPANIES ON VARIOUS ACCOUNTS.

We submit herewith a detailed report of the action taken by the Commissioners upon the various matters of complaint laid before them from time to time, by letter and otherwise. It will be observed that during the year not a single formal complaint under section fifteen has been made; while numerous and varied subjects of difficulty and difference have been submitted for our consideration and action. Below we set forth in detail a large number of complaints made by individuals at various times during the year past, and the action had thereupon. It will be observed that however small the matter complained of, it has received the careful consideration of the Board, and its best judgment in the way of settlement. No account is made in this report of the large number of cases of complaint of a yet more informal character which have been inquired into and adjusted by personal interview with the companies called in question; nor have we made other than this simple reference to the many matters of adjustment effected without complaint from any one, and on the voluntary motion of the Commissioners.

ACTION TAKEN ON COMPLAINTS.

December 5, 1878, the following letter of complaint was received at this office.

LOGAN, IOWA, Dec. 5, 1878.

To the Iowa Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—I, as a shipper of live stock, have some complaints to make on account of, as I think, unjust discrimination with regard to shipments of live stock over the Chicago & Northwestern Company's road. The matter is as follows:

1. It has been the custom, before the repeal of the law known as the Granger Railroad Law, to charge \$12.49 per car from our station (Logan), to Council Bluffs. On the 1st of December the rate is increased to \$15.00 per car. This we did not try to resist, or expect to complain of, but to-day I am informed by the local agent that I cannot ship by any but a night train. We have always been allowed to ship by any train (live stock). Further, when we go to Chicago the company furnish, as per contract, a pass home on the shipment of two or more cars, but they will not return us from Council Bluffs if we ship twenty cars at one shipment. Of course you, gentlemen, can see the reason for this discrimination. The railroad company would rather have \$70 per car out of the stock from this point, than have \$15; and they take these plans to annoy us, and try to get the stock shipped East. Now the facts are, it will, or would, make twenty-five

cents per hundred pounds difference to the farmers, or in the price I can pay them if I must ship East, over the western market; or, to make it plain, I could not give the producers of hogs to-day over \$2 per hundred pounds for them to ship to Chicago, but am paying \$2.25 for them to go west to Council Bluffs.

I ask your consideration of this matter, and a reply as to your conclusions.

J. W. STOCKER.

And on the 7th day of December, 1878, we received the following letter from Hon. Robert Smyth, of Mt. Vernon, Iowa:

To the Secretary of the Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—As you are aware there is great prostration of business at present in all departments except railroading. Farmers' products are very low. Pork, \$2 per 100 pounds; wheat, from 40 to 65 cents per bushel; oats, 11 to 14 cents, so that it is almost impossible for farmers to live and pay their taxes, and nearly impossible to pay any of their debts, yet the Chicago & Northwestern Railway Company, which passes here, and to which we are limited for carrying, has within the last week or two increased the rate of freight on their road very much, so that a car load of hogs from this place to Cedar Rapids, fifteen or sixteen miles, which ten days ago and always heretofore charged \$10 to 10.50, now charge about 15.00. A car load of lumber from Clinton, Iowa, which formerly cost \$17, now costs \$22, thus increasing a car load of lumber from Clinton, sixty-five miles, \$5, and a car of hogs or stock to Cedar Rapids, \$4.50. These things I think are outrageous, and the community are incensed very much. Please call the attention of the Commissioners to the matter as it evidently demands their intervention. The expense of operating the road is less and cheaper than ever before, and yet the company are enriching themselves unjustly and most oppressively at the expense of the people of the State, who are by industry and economy trying to weather the storm of their embarrassment.

ROBERT SMYTH,
Farmer.

On page 60 of our First Annual Report we speak of a reported increase of freight tariffs in the State, and say: "The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchanges, and any attempt by discrimination to unjustly or oppressively interfere with or prevent the products of the State from seeking any market desired, or in any improper way to divert, limit or repress the business of exchanges will arouse the indignation of the people * * * and will command the prompt action of the Commissioners whenever their attention is called to it in the manner contemplated by law."

Although no formal complaint was made, the receipt of the above

letters and daily evidence afforded us of growing dissatisfaction at the increased rates fixed by the three great lines across the State, viz.: Chicago & Northwestern Railway Company, Chicago, Rock Island & Pacific Railroad Company, and the Chicago, Burlington & Quincy Railroad Company, led us to an investigation, in the course of which we found that up to the dates hereinafter mentioned, the C. & N. W. R'y, the C., R. I. & P. R. and the C., B. & Q. R. Co., were operating their roads under the tariff law enacted by the Fifteenth General Assembly. It also appeared that a conference between the officers of the above named companies had resulted in an agreed uniform tariff for all freight carried by their roads wholly within the State of Iowa, said tariff to take effect at or near the same time and actually put in effect as follows, by the C., B. & Q. R. R., September 9, 1878, by the C., R. I. & P. R. R., October 1, 1878, and by the C. & N. W. R'y, December 1, 1878.

On the 26th of March, 1879, a full and free conference was held at our office in Des Moines with certain officers hereafter mentioned, with regard to the increased rates above mentioned, in which the whole subject of local rates in Iowa, the relation of the roads to the public and their patrons, was very fully discussed and in such a spirit as indicated to us an earnest desire on the part of the several officials present to make concessions to all demands which they could deem reasonable, and which they could think consistent with their duties to the stockholders of their several companies. There were present at the conference, on the part of the C. & N. W. R'y Marvin Hughitt, Gen. Manager, C. C. Wheeler, Asst. Gen. Supt., and H. C. Wicker, Gen. Freight Agent; on the part of the C., R. I. & P. R., Hugh Riddle, President, and W. M. Sage, Gen. Freight Agent; on the part of the C. B. & Q. R., T. J. Potter, Gen. Supt., and Thomas Miller, Div. Freight Agent, and after the discussion they asked time to call a meeting of the officers of their several companies at an early day in Chicago to consider the demands of the Commissioners. This leave was granted and resulted in the adoption of a new uniform tariff, with certain reductions in rates; said tariff to take effect on each of the above lines on the 21st day of April, 1879.

The annexed table:—

TABLE I

Shows in Parallel Columns, First, the increased Schedule of Rates against which the Complaints noted were made; and Second, the Modified Uniform Tariff adopted by the three Companies after the Conference with the Board of Commissioners.

DISTANCE NOT EXCEEDING	MERCHANDISE. IN CENTS PER HUNDRED POUNDS						IN CAB LOADS. PER HUNDRED POUNDS.		CAB LOAD RATES.				
	First class increased.	First class modified.	Second class increased.	Second class modified.	Third class increased.	Third class modified.	Fourth class increased.	Fourth class modified.	Wheat increased.	25 bbls. or over, increased.	25 bbls. or over, modified.	70 bbls. or over, increased.	70 bbls. or over, modified.
5 miles	15	13	13	13	11	10	9	9		18	18	15	11
10 miles	17	15	15	15	13	11	10	9		20	20	17	13
15 miles	19	17	16	14	14	13	11	10		21	21	21	14
20 miles	22	19	19	16	15	13	11	10		23	23	23	16
25 miles	23	20	20	17	16	14	12	11		25	25	24	17
30 miles	25	22	21	19	17	15	12	12		27	27	25	17
35 miles	27	24	23	20	18	16	13	13		29	29	26	19
40 miles	29	25	25	22	20	17	14	14		31	31	28	20
45 miles	30	26	24	21	20	17	14	14		32	32	29	22
50 miles	31	27	25	23	21	18	15	15		33	33	30	23
55 miles	32	29	26	25	23	20	16	16		34	34	31	24
60 miles	33	31	27	26	25	21	16	16		35	35	32	25
65 miles	34	33	28	28	26	22	16	16		36	36	33	26
70 miles	35	35	29	29	27	23	16	16		37	37	34	27
75 miles	36	36	30	30	28	23	17	17		38	38	35	28
80 miles	37	37	31	31	29	23	18	18		39	39	36	29
85 miles	38	38	32	32	30	24	18	18		40	40	37	30
90 miles	39	39	33	33	31	24	19	19		41	41	38	31
95 miles	40	40	34	34	32	25	19	19		42	42	39	32
100 miles	41	41	35	35	33	26	20	20		43	43	40	33
110 miles	42	42	36	36	34	26	20	20		44	44	41	34
120 miles	43	43	37	37	35	27	21	21		45	45	42	35
130 miles	44	44	38	38	36	28	22	22		46	46	43	36
140 miles	45	45	39	39	37	29	23	23		47	47	44	37
150 miles	46	46	40	40	38	30	23	23		48	48	45	38
160 miles	47	47	41	41	39	31	24	24		49	49	46	39
170 miles	48	48	42	42	40	32	24	24		51	51	47	40

180 miles.....	49	43	42	33	33	24	24	21	21	19	40	39	.....	53	47	41
190 miles.....	50	44	43	34	34	25	24	22	22	19	40	40	.....	54	48	41
200 miles.....	51	45	44	35	35	26	25	23	23	20	41	40	.....	55	49	43
210 miles.....	52	46	45	36	36	27	26	24	24	20	41	41	.....	56	50	44
220 miles.....	53	47	46	37	37	27	27	25	25	20	42	41	.....	59	51	44
230 miles.....	54	48	47	37	37	27	27	25	24	20	42	42	.....	60	52	46
240 miles.....	55	49	48	37	37	27	27	25	25	20	43	42	.....	61	52	46
250 miles.....	56	50	49	38	38	28	28	25	25	20	43	43	.....	62	54	47
260 miles.....	57	51	50	38	38	28	28	25	25	20	44	43	.....	63	55	49
270 miles.....	58	52	51	39	39	29	29	25	25	20	45	44	.....	64	56	50
280 miles.....	59	53	52	39	39	29	29	25	25	20	45	45	.....	65	57	50
290 miles.....	60	54	53	40	40	30	30	25	25	20	46	45	.....	66	58	52
300 miles.....	61	55	54	40	40	30	30	25	25	20	46	46	.....	67	58	52
310 miles.....	62	55	55	41	41	31	31	25	25	20	47	46	.....	68	58	52
320 miles.....	63	56	55	41	41	31	31	25	25	20	48	47	.....	69	58	52
330 miles.....	64	56	56	42	42	32	32	25	25	20	49	48	.....	70	58	54
340 miles.....	65	56	56	42	42	32	32	25	25	20	50	49	.....	71	58	54
350 miles.....	66	56	55	43	43	33	33	25	25	20	50	49	.....	72	59	57
360 miles.....	.....	.....	56	43	43	.....	.....	25	25	20	51	50	.....	74	59	57
370 miles.....	.....	.....	56	44	44	.....	.....	25	25	20	51	51	.....	75	59	57
380 miles.....	.....	.....	56	44	44	.....	.....	25	25	20	52	51	.....	76	60	60
390 miles.....	.....	.....	57	45	45	.....	.....	25	25	20	53	52	.....	77	60	60
400 miles.....	.....	.....	57	45	45	.....	.....	25	25	20	54	53	.....	78	60	60
410 miles.....	.....	.....	57	46	46	.....	.....	25	25	20	.....	54	.....	80	60	60
420 miles.....	.....	.....	58	47	47	.....	.....	25	25	20	.....	55	.....	82	60	63
430 miles.....	.....	.....	60	48	48	.....	.....	25	25	20	.....	56	.....	84	.....	63

TABLE I—CONTINUED.

DISTANCE NOT EXCEEDING		CAR LOAD RATES.																	
		IN LOADS OF NOT LESS THAN 20,000 POUNDS, IN CENTS PER 100 POUNDS.																	
		Lumber in car loads, 24000 pounds in car, per 100 pounds—increased.	Lumber in car loads, 24000 pounds in car, per 100 pounds—modified.	Horses and mules per car—increased.	Horses and mules per car—modified.	Cattle and hogs per car —increased.	Cattle and hogs per car —modified.	Sheep, single deck car— increased.	Sheep, single deck car— modified.	Class A. Increased.	Class A. Modified.	Class B. Increased.	Class B. Modified.	Class C. Increased.	Class C. Modified.	Class D. Increased.	Class D. Modified.	Coal. Increased.	Coal. Modified.
5 miles.....	6 miles.....	9	4	\$12 00	\$12 00	\$10 00	\$10 00	\$8 00	\$8 00	6	9	5	9	9	9	4	8	\$ 65	\$ 54
10 miles.....	10 miles.....	6	4½	14 00	14 00	12 00	12 00	9 00	9 00	7	7	6	5½	5	4½	5	4	80	83
15 miles.....	15 miles.....	7	5	16 00	16 00	13 00	13 00	9 50	9 50	8	8	6	6	6	5	5	4	85	88
20 miles.....	20 miles.....	7	5½	17 00	17 00	14 00	14 00	10 00	10 00	9	9	7	6½	7	5½	6	5	90	93
25 miles.....	25 miles.....	8	6	18 00	18 00	14 50	14 50	10 50	10 50	9	9	7	7	7	6	6	5	95	97
30 miles.....	30 miles.....	8	6	19 00	19 00	15 00	15 00	11 00	11 00	10	10	8	7½	8	6½	7	6	1 00	81
35 miles.....	35 miles.....	9	6½	20 00	20 00	15 50	15 50	11 50	11 50	10	10	8	8	8	7	7	6½	1 05	86
40 miles.....	40 miles.....	9	7	21 00	21 00	16 00	16 00	12 00	12 00	11	11	9	8½	9	7½	8	7	1 10	90
45 miles.....	45 miles.....	10	7½	22 00	22 00	16 50	16 50	12 50	12 50	12	12	10	9½	10	8½	9	8	1 15	95
50 miles.....	50 miles.....	10	8	23 00	23 00	17 00	17 00	13 00	13 00	12	12	10	10	10	9	9	8	1 20	99
55 miles.....	55 miles.....	11	8	24 00	24 00	17 50	17 50	13 50	13 50	13	13	11	10½	11	9	10	8½	1 25	1 04
60 miles.....	60 miles.....	11	8½	25 01	25 01	18 00	18 00	14 00	14 00	13	13	11	11	11	9½	10	9	1 30	1 08
65 miles.....	65 miles.....	11	9	26 00	26 00	18 50	18 50	14 50	14 50	14	14	12	11½	12	10	11	10	1 35	1 13
70 miles.....	70 miles.....	11	9	27 00	27 00	19 00	19 00	15 00	15 00	14	14	12	12	12	10½	11	10	1 40	1 17
75 miles.....	75 miles.....	12	9½	28 00	28 00	19 50	19 50	15 50	15 50	15	15	13	12½	13	11	12	11	1 45	1 22
80 miles.....	80 miles.....	12	10	29 00	29 00	20 00	20 00	16 00	16 00	16	16	14	13	13	11½	12	11	1 50	1 26
85 miles.....	85 miles.....	12	10½	30 00	30 00	20 50	20 50	16 50	16 50	16	16	14	13½	13	12	13	11½	1 55	1 31
90 miles.....	90 miles.....	12	11	31 00	31 00	21 00	21 00	17 00	17 00	16	16	15	14	13	12½	13	12	1 60	1 35
95 miles.....	95 miles.....	13	11	32 00	32 00	21 50	21 50	17 50	17 50	17	17	15	14½	13	13	13	12	1 65	1 40
100 miles.....	100 miles.....	13	11½	33 00	33 00	22 00	22 00	18 00	18 00	17	17	16	15	14	13½	13	12	1 75	1 44
110 miles.....	110 miles.....	13	12	34 00	34 00	23 00	23 00	18 50	18 50	18	18	16	15½	14	14	14	13½	1 85	1 53
120 miles.....	120 miles.....	14	12½	35 00	35 00	24 00	24 00	19 00	19 00	19	19	16	16	14	14½	14	14	1 95	1 62
130 miles.....	130 miles.....	14	13	36 00	36 00	25 00	25 00	20 00	20 00	19	19	16	16½	15	15½	14	14	2 05	1 71
140 miles.....	140 miles.....	15	13½	37 00	37 00	26 00	26 00	21 00	21 00	19	19	16	17	15	16	15	14½	2 10	1 80
150 miles.....	150 miles.....	15	14	37 50	37 50	27 00	27 00	22 00	22 00	20	20	17	17½	16	16½	15	15	2 15	1 89
160 miles.....	160 miles.....	15	14½	38 00	38 00	28 00	28 00	23 00	23 00	20	20	17	18	16	17	16	15½	2 20	1 98
170 miles.....	170 miles.....	15	14	39 00	39 00	29 00	29 00	24 00	24 00	20	20	17	19½	17	18½	16½	16	2 25	2 07

180 miles	16	14½	38 50	38 50	30 00	30 00	30 00	30 00	30 00	26 00	26 00	20	19½	17	16¾	16	15	16	14¾	2 90	2 16
190 miles	16	14½	39 00	39 00	31 00	31 00	31 00	31 00	26 00	26 00	21	20	16	18	15½	16	15½	16	14¾	2 35	2 26
200 miles	16	15	39 50	39 50	32 00	32 00	32 00	32 00	27 00	27 00	21	20½	16	18	15½	16	15½	16	14¾	2 40	2 34
210 miles	16	15½	40 00	40 00	33 00	33 00	33 00	33 00	28 00	28 00	21	20¾	17	18	16	16	15¾	16	15	2 45	2 39
220 miles	17	15½	40 50	40 50	33 50	33 50	33 50	33 50	28 50	28 50	21	20¾	17	19	16½	16	15¾	16	15	2 50	2 43
230 miles	17	16	41 00	41 00	34 00	34 00	34 00	34 00	29 00	29 00	22	21	17	19	16½	17	15¾	17	15	2 55	2 48
240 miles	17	16	41 50	41 50	34 50	34 50	34 50	34 50	29 50	29 50	22	21½	17	19	16½	17	15¾	17	15½	2 60	2 52
250 miles	17	16½	42 00	42 00	35 00	35 00	35 00	35 00	30 00	30 00	22	21½	18	19	16¾	17	16	17	16	2 65	2 57
260 miles	17	17	42 50	42 50	36 00	36 00	36 00	36 00	30 50	30 50	22	21¾	18	19	17	17	16½	17	16½	2 65	2 61
270 miles	18	17½	43 00	43 00	36 50	36 50	36 50	36 50	31 00	31 00	23	22	18	20	17½	18	17	18	16¾	2 70	2 66
280 miles	18	17½	43 50	43 50	37 00	37 00	37 00	37 00	31 50	31 50	23	22½	18	20	17½	18	17½	18	16¾	2 70	2 70
290 miles	18	18	44 00	44 00	37 50	37 50	37 50	37 50	32 00	32 00	23	22½	19	20	18	18	17½	18	17	2 80	2 76
300 miles	18	18	44 50	44 50	38 00	38 00	38 00	38 00	32 50	32 50	23	23	19	20	18½	18	17½	18	17½	2 80	2 79
310 miles	18	18	45 00	45 00	38 50	38 50	38 50	38 50	33 00	33 00	24	23	19	20	18½	19	18½	19	17½	2 84	2 84
320 miles	19	18	45 50	45 50	39 00	39 00	39 00	39 00	33 50	33 50	24	23½	21	21	18½	19	18½	19	17½	2 90	2 88
330 miles	19	19	46 00	46 00	39 50	39 50	39 50	39 50	34 00	34 00	24	23½	21	21	18½	19	18½	19	18	3 00	2 93
340 miles	20	19	46 50	46 50	40 00	40 00	40 00	40 00	34 00	34 00	25	24	20	20	19	20	19	19	18	3 00	2 97
350 miles	20	20	47 00	47 00	40 50	40 50	40 50	40 50	34 00	34 00	25	24	20	20	19½	20	19½	20	18½	3 00	3 02
360 miles	20	20	47 50	47 50	41 00	41 00	41 00	41 00	34 00	34 00	25	24½	21	21	19½	20	19½	20	18½	3 10	3 06
370 miles	21	20	48 00	48 00	41 50	41 50	41 50	41 50	35 00	35 00	26	24½	21	21	19½	20	19½	20	19	3 15	3 11
380 miles	21	21	48 50	48 50	42 00	42 00	42 00	42 00	35 00	35 00	26	25	21	21	20	21	20	20	19½	3 20	3 16
390 miles	21	21	49 00	49 00	42 50	42 50	42 50	42 50	35 00	35 00	26	25	21	21	20½	21	20½	20	19½	3 25	3 20
400 miles	22	21	49 50	49 50	43 00	43 00	43 00	43 00	36 00	36 00	27	25½	21	21	20½	21	20½	21	19½	3 30	3 24
410 miles	.....	.....	.....	.....	.....	.....	.....	.....	36 00	36 00	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	3 29
420 miles	.....	.....	50 00	50 00	.....	.....	.....	.....	36 00	36 00	.....	.....	.....	.....	21	.....	.....	.....	.....	.....	3 33
430 miles	.....	.....	51 00	51 00	.....	.....	.....	.....	36 00	36 00	.....	.....	.....	.....	21	.....	.....	.....	.....	.....	3 38

Following this action the subjoined letter was addressed to Mr. Smyth:

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, April 22, 1879. }

HON. ROBERT SMYTH, *Mt. Vernon, Iowa*:

DEAR SIR—Referring again to your letter of December 7, 1878, I am directed by the Commissioners to say, that about the time of the arrival of your letter they received information that the three trunk lines in the State, viz.: the Chicago & Northwestern Railway, the Chicago, Rock Island & Pacific Railroad, and the Chicago, Burlington & Quincy Railroad Companies had issued new freight tariffs, in which the rates on most classes of freight were considerably increased, and the time that would otherwise have been given to individual cases of complaint was consolidated into the work necessary to fortify themselves in the position they took, viz.: a demand for a general reduction in freight tariffs. This work necessarily consumed much time, and although not yet as fully successful as they hoped to be, they have obtained a modified tariff with very marked reductions, and which went into effect on each of the above named lines on the 21st inst.

By same mail I send you a copy of the revised tariff for the C. & N. W. R'y. From this tariff it will be seen that lumber, which you say for 65 miles was \$22.00, has been reduced to 9 cents per 100 lbs., or \$18.00 per car. Upon stock they have yet been able to secure but slight reductions.

The managers have made strong and persistent arguments that, owing to delay and loss in the use of cars, the large relative amount of switching and terminal expense, this class of business on short hauls is not now remunerative.

The Commissioners are pleased to report such progress as they have already made.

By order of the Board,

J. S. CAMERON, *Sec'y*.

A letter, of which the following is a copy, was addressed by the Commissioners to each of the companies who were parties to the modified tariff:

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, May 29, 1879. }

SIR:—Copies of your revised freight tariff of April 21, 1879, have been received and examined. We note reductions from former rates and a disposition to listen to suggestions by this Board. We hope that you may be induced to consider the propriety of a greater reduc-

tion of rates on wheat and other grain, live stock, lime and salt, which you have not seen fit materially to reduce. These are important articles of local commerce, and concessions made in rates thereupon would be very favorably received by your patrons in the State, and would not at the same time, as we believe, materially affect your revenues.

As by law required, the result of our conference, now and hereafter, will be duly reported in our next annual report.

By the Board of Commissioners.

January 20, 1879, D. Armstrong & Co., of Farley, Iowa, made inquiry and complaint as follows:

FARLEY, IOWA, January 20, 1879.

M. C. WOODRUFF, *Dubuque, Iowa*:

DEAR SIR— * * * Can you tell us why they ship from Dyersville for a less rate of freight to Chicago than here? Also, what can be done in the case? * * * D. ARMSTRONG & Co.

COMMISSIONERS' REPLY.

DUBUQUE, January 21, 1879.

D. ARMSTRONG & Co., *Farley, Iowa*:

GENTLEMEN—I have your letter of the 20th, in which you ask: "Can you tell us the reason why they ship from Dyersville for a less rate of freight than from here? Also, what can be done in the case?"

In reply I have to state that the powers and jurisdiction of the Iowa Railroad Commissioners are limited to questions of charges between points within the State. They have no power whatever over freight rates between any point in Iowa and Chicago or other station outside the State. Hence the complaint you make is not within the power of the Board to remedy.

But I have taken pains to inquire into the matter, nevertheless, and write you the result. Dyersville and Farley are less than seven miles apart and situated on the Iowa division of the Illinois Central Railroad. The tariff rates on stock from both places to Chicago are the same—\$50 per car load. This rate is charged alike at all stations west of Peosta and east of Manchester. The difference in distance between Farley and Chicago, and Dyersville and Chicago, is so slight that the company think it advisable to fix a like rate for both—and is the same from Epworth and Earlville—which is the rate as to other stations near together, except where the company finds competition in a rival

or cross-road. The Iowa railroad law prohibits discrimination in charges, but, of course, it cannot apply to charges made to points without the State. If you were shipping to Dubuque, or any other station in Iowa, the Commissioners would have jurisdiction and would promptly insist upon compliance with the law, which forbids higher rates for shorter hauls.

I do not see that anything can be done about it, except to protest to the company.

M. C. WOODRUFF.

OSAGE, IOWA, January 27, 1879.

To the Hon. Board of Railroad Commissioners, Des Moines, Iowa:

SIRS—I wish to call your attention to the fact that the Illinois Central have recently advanced the rate on wheat about 50 per cent to Mona from this station, and not from the other stations near here. I sold a few cars of wheat to go to Watertown, Wis., and after shipping three cars the rate from Mona was raised from 5.45 to 8 cents per hundred, which prevents my filling the sale. This looks like an unjust discrimination against this station. I have paid the extra rate on five cars, but the man I sold to declines to take any more unless the old rate is restored, and wants the extra freight on the five cars refunded. Hoping to hear from you in the matter, I am,

W. H. MUFFLY.

This complaint was promptly notified to the Illinois Central Railroad Company and an explanation asked. The following reply was received, which was duly forwarded to the complainant:

REPLY OF THE ILLINOIS CENTRAL RAILROAD COMPANY.

OFFICE OF TRAFFIC MANAGER.
CHICAGO, February 7, 1879. }

J. S. CAMERON, Esq., *Secretary*:

DEAR SIR—In the absence of the president I have the honor to acknowledge your communication of the 5th, as to advance of rates from Osage. This action was a slip of our freight department—was not intentional—was corrected as soon as brought to my notice. Our intention is that our patrons shall have no just cause of complaint, and permit me to thank the Honorable Commissioners for their kindness in calling it to our attention, with the hope that they may continue to do so whenever any complaint is made.

J. F. TUCKER, *Traffic Manager*.

WEST UNION, March 7, 1879.

To the Railroad Commissioners of Iowa:

DEAR SIRs — The fore part of January last I received from Skinner & Wood, of Erie, Pennsylvania, a portable steam engine and boiler combined, weighing 1,400 lbs., on which the freight to Chicago, 452 miles, was fifteen cents per hundred—\$2.10. There it was delivered to the Mil. & St. Paul Co., and transferred to the B., C. R. & Northern at Postville, and arrived here with charges from Chicago of \$1.17 per 100 made out in one bill, without designating the amount claimed by each road. And not being able to get any satisfactory explanation of the matter of the agent here, I wrote Superintendent Ives, who, after three weeks' delay, responds by telling me just what I knew before, that I had not been as badly swindled as I might have been had each company made out separate bills, and that rates east of Chicago have nothing to do with freights west.

I regard this as an abominable steal, and refer the matter to your Commission for the purpose of ascertaining whether it has any power to protect the people from such outrages. If not it is about time the people knew it, so they can again take the matter in hand and apply the necessary remedy. I inclose Mr. Ives' reply that you may get a full understanding of the case; will send you copy of original shipping bill and receipt showing freight paid as above stated if desired. Please return Ives' letter as I may have further use for it.

W. McCLINTOCK.

ACCOMPANYING LETTER OF THE SUPERINTENDENT.

CEDAR RAPIDS, March 6, 1879.

WM. McCLINTOCK, Esq., *West Union, Iowa:*

DEAR SIR — I find yours of February 16th in some way overlooked, and in reply would say that as to the rate from Erie to Chicago of, as you say, fifteen cents per 100 pounds, this may or may not be the case, as the builders of the engine may have paid the freight some portion of the way; or, if not, they may have had a contract with the railway company for their engine at less than the regular rates. In any event the rates east of Chicago have nothing to do with the rates west of Chicago. The immense volume of business on eastern roads enables them to do work cheaper than roads west.

In looking over the case in point, I find you were charged only the regular tariff rate and classification as made by law of one and one-half first class on such machinery. Although this machine came *via* Postville, the rate is made *via* Cedar Rapids and is five cents per 100 pounds less than to Postville, and of course gave you the machine for less than if it had been billed to Postville and then re-billed from there to West Union, on account of our arrangement with the C., M. & St. P. R'y for billing directly from Chicago to West Union.

I trust this explanation will convince you that no injustice has been done.

C. J. IVES, *Superintendent.*

THE COMMISSIONERS TO MR. M'CLINTOCK.

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, March 26, 1879. }

HON. WM. McCLINTOCK, *West Union, Iowa:*

DEAR SIR—The matter of your complaint of alleged overcharge on portable steam engine was duly laid before the Board of Commissioners, and on consideration it was concluded:

1. That if an overcharge was made by the Chi., Mil. & St. P. Co., or a contract made in Chicago for delivery to the B., C. R. & N. Co., at Postville, the charge, whatever it may have been, is not within the jurisdiction of the Iowa Commissioners, their jurisdiction extending only to contracts for transportation between points in Iowa.

2. That if overcharge is alleged for transporting the engine from Postville to West Union—points within the State—it will be necessary for the Board to have the bill of charge for this service forwarded to this office, or a definite showing of the charge be transmitted to them.

There remains another possible question hinging upon the first paragraph, to-wit: whether there was a distinct charge made by the Chi., Mil. & St. P. Co. for transporting the freight from McGregor to Postville. If so, please send us bill or voucher of charge; also send bill of charge on B., C. R. & N. from Postville to West Union. On receipt of these the Board will investigate the matter at once.

By order of the Board.

J. S. CAMERON, *Secretary.*

MR. M'CLINTOCK TO THE BOARD.

WEST UNION, March 30, 1879.

J. S. CAMERON, *Secretary:*

SIR—Your favor of the 26th received. My duplicate receipt forwarded by shippers, Skinner & Wood, stipulated for transporting the 1,400 lb. engine from Erie to Chicago at 15 cents per hundred, and to deliver same to Mil. & St. P. Co. to be forwarded to West Union. The bill presented to me here by agent of B., C. R. & N. Co. was for \$1.17 per 100 lbs. and \$2.10 advance charges. This advance charge exactly corresponds with the stipulated rates to Chicago. To find out what part of this \$1.17 was on account of the Mil. & St. P. Co., and what the B., C. R. & N., is what I have not been able to find out. Supt. Ives, in his letter you had before you in answer to my inquiries upon this very point, instead of answering my inquiry, undertakes to console me with the idea that but for an arrangement with the Mil. Co. to have the bills so made out that the whole charge over the two lines would all be made out in one item, I would have been worse swindled than I was. I have exhausted all the means in my power to furnish

the information that your Board think essential to their power to take action, and all the information I can get is that contained in the bill and receipt of the B., C. R. & N. Company's agent showing that I was charged from Chicago to West Union \$1.17 per hundred, while the charge on same from Erie to Chicago was but 15 cents per 100 lbs., and like most of steals I presume that there is no remedy, yet I live in hopes that the time will come when there will be.

W. McCLINTOCK.

EXPLANATORY LETTER OF VICE-PRESIDENT WINSLOW.

CEDAR RAPIDS, April 5, 1879.

J. S. CAMERON, ESQ., *Secretary of Board of Railroad Commissioners:*

DEAR SIR—In reply to your letter of March 27, relative to a communication from Mr. Wm. McClintock, of West Union, permit me to make the following statement:

The patent engine was billed from Chicago to West Union under the revised joint classification at one and a half first class rates, which is in accordance with the Iowa (so-called) "Granger" tariff classification. The addition to first class rates is made because of the expense and risk attending the transportation of machinery of this character.

It will be observed that this business is of the description known as inter-State traffic, where the rate is made and the freight billed at a point without the State, and that we received it at a junction point. I suppose cases of this character are not such as the Honorable Commissioners undertake to examine or adjust.

The machinery in question was transported a distance of 329 miles—Chicago to West Union—and if the charges were computed under the Iowa tariff law at the rate of 73 9-10 cents per 100 lbs. allowed roads of class "B," the amount properly so charged at one and a half of first class rates, stated above, would be \$15.52, while the actual amount paid by the consignee for that service was \$16.06, a difference of only 54 cents. In fact the rate at which this machinery was billed is such as prevails in and to that section of the country, and is not made by this company, except so far as it may lawfully become a party under the usual joint tariff arrangement made for the convenience of all parties interested. Because a low rate was charged from Erie to Chicago under the great competition for the moment existing—if, indeed, \$2.10 was the whole amount charged, and not simply a transfer charge in Chicago—it is no reason why a similar rate should prevail from Chicago to points west, as the circumstances are wholly different, as the Honorable Commissioners know.

This company desires to do what is right in this as well as in all other cases, and I will be obliged if the Commissioners will indicate what course of action we should take in this particular instance which, because of its peculiar and unusual character, happens to present objectionable features when considered by itself. I inclose copy of a letter written by Mr. Ives to the complainant and which is made a part of this communication.

E. F. WINSLOW, *Vice-President.*

EXIRA, IOWA, March 31, 1879.

HON. J. W. McDILL, *Railroad Commissioner for Iowa*:

DEAR SIR—Inclosed please find railroad receipt of J. L. Stotts for one car load of stone, 24,000 lbs., to Audubon, in this county, and from Earlham on the main line—charges \$15. Also, receipts of Stotts & Houston, one car load of stone from same place to Exira, 20,000 lbs., \$22, and at special rates. Audubon is ten miles further from Earlham than this place. Now, we think this an unjust discrimination, and can't see why we should be charged \$7 more for 4,000 lbs. less freight and not so far by ten miles. Please send receipts back, and any information you can give us that will enable us to get refunded to us the difference and it will be duly appreciated.

STOTTS & HOUSTON.

The complaint was at once laid before Division Superintendent Royce, of Des Moines, who made reply on April 3, which was communicated to Stotts & Houston April 4, as follows:

BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, April 4, 1879. }

MESSRS. STOTTS & HOUSTON, *Exira, Iowa*:

GENTLEMEN—Your letter of the 31st ult. to Hon J. W. McDill, Railroad Commissioner for Iowa, was forwarded to this office with instructions. Accompanying said letter were two receipts for freight charges paid to the Chicago, Rock Island & Pacific R. R. Co.—the first dated Feb. 6, 1879, for charges on one car stone, 20,000 pounds, from Earlham to Exira, \$22.00; the second dated March 13, 1879, for charges on one car stone, 24,000 pounds, from Earlham to Audubon, \$15.00. The above letter and receipts were at once submitted to Mr. H. F. Royce, Superintendent of the Iowa Division of the C., R. I. & P. R. R., with request for any information his company might be able to give bearing upon the alleged and apparent discrimination. The following is his reply, viz.:

DES MOINES, IOWA, April 3, 1879.

PETER A. DEY, Esq.:

DEAR SIR—Our stone rate up to March 10, 1879, was:

Earlham quarries to Atlantic.....	\$20.00 per car.
Earlham quarries to Exira.....	22.00 per car.
Earlham quarries to Audubon.....	24.00 per car.

Car loads were all *estimated* at 20,000 pounds, but, practically, ship-

pers were not restrained from loading all a car would carry. In March a new tariff on stone took effect with rates from

Quarries to Atlantic.....	\$13.00 per car,
Quarries to Exira.....	14.50 per car,
Quarries to Audubon.....	15.00 per car,

for 24,000 pounds. Excess of that weight is charged for at the same rate per ton (or per 100 pounds). H. F. ROYCE.

The above letter showing that the difference in charges for carrying freight did not arise from any discrimination in favor of, or against, any locality but from a marked and uniform reduction of charges, is therefore ordered to be forwarded you, believing that the present very liberal rates will be entirely satisfactory to you and the people of your locality. By order of the Board.

J. S. CAMERON, *Secretary*.

AMES, IOWA, April 3, 1879.

M. C. WOODRUFF AND OTHERS, *Des Moines*:

GENTLEMEN—Being informed of your appointment for investigation and adjustment of illegal railroad claims I address you. Find inclosed bill and receipt. Now for the facts:

The N. W. R. R. would not give rates, though appealed to twice therefor, but the Ill. C. and I. C. did all right for me. I got rates and forwarded by last two companies named a stock of drugs, fixtures and household furniture. I rented an Illinois Central car and filled and unloaded the car at my expense, the Northwestern Railroad only running said car on their track. A full car load of merchandise or household goods from Marshalltown, at their car rates, cost \$17.20. They charge me for a little over three-fourths car load, \$37.08. At regular rates per hundred, making class of rates, they to weigh and load—1st, 2d and 3d, by small quantity—would amount to only about two-thirds of what they charged me. The car laid over two days at Marshalltown, and thereby the new wine sprung a leak, making a loss of eight gallons to the barrel—24 gallons, at \$1.50 per gallon, amount of loss of some \$36.00.

List of goods double first class: one lot cane bottom chairs, one lot wood bottom chairs, two rocking chairs, one seven-foot show-case, one truss case, one small prescription case, two empty cans. Weight of all, 375 pounds. Now of lower class: one heavy coal store stove, one heavy cook and one parlor coal stove, five barrels cement, three barrels new wine, two barrels heavy machinery oils, one barrel liquor, soda-fount machinery. Weight of all about 4,000 pounds. The balance was boxed and keg goods of various sorts, all boxed in good shape. The car was full, but not in weight. I was willing to pay for full car load at their rates, \$17.20, but now I want damage and the proper rebate.

Now please look up this matter and inform me of results, and oblige,
A. B. VAN VALKENBURGH.

April 5th the Board laid this complaint before the Chicago & Northwestern Railway management, and on the 12th received the following reply:

CHICAGO, April 12, 1879.

J. S. CAMERON, *Secretary Board of Railroad Commissioners:*

DEAR SIR—Your favor of 5th inst. to Marvin Hughitt, General Manager, having been received in his absence, has been handed me for reply, and I take pleasure in explaining the action of the company with respect to the shipment referred to by Mr. Van Valkenburgh. From correspondence between Asst. Gen. Freight Agent Eddy and our agent at Marshalltown, herewith, it will be seen that the C. R. R. of Iowa delivered us for transportation to Ames, on 5th November last, a car containing household goods and stock of drugs and medicines in such shape that it could not be handled or checked, and asked a rate upon it. Mr. Eddy directed our agent to bill it at first class rate, actual weight, this being the tariff for both household goods, drugs and druggists' stock, in less than car loads. The "Iowa Law" tariff under which we were then operating our Iowa Division, does not give (nor, so far as our knowledge extends, does the freight tariff of any other transportation company) a car load rate upon miscellaneous merchandise, *i. e.*, dry goods, clothing, hats and caps, drugs, medicines, etc. The nearest approach to it is the car load rate made upon emigrants' movables and household goods, but it is not contemplated that this rate should include stocks of goods of any kind, as this class of freight is always embraced under first, second, third and fourth classes in all tariffs. The weight was placed at 16,750 pounds first class—22.14 per 100 pounds,—\$37.80. Had the property been so packed that it could have been unloaded, weighed and properly classified and charged as per tariff, we think the freight would have amounted to quite as much as we charged. The chairs, rockers, show-cases, empty cans and soda fountains would have been double first class, 44.28 cents per 100 pounds. The cook, parlor and store stoves, one and one-half first class, and with one or two exceptions all the balance of the shipment would have been first class.

Mr. Van Valkenburgh's statement that our rate "on car loads of merchandise or household goods," Marshalltown to Ames is \$17.20 is, of course incorrect, as no such tariff was in existence. He admits that the car was filled with the goods, though not full as to weight. We fail to see from Mr. Van Valkenburgh's statement that he has been overcharged or unfairly dealt with by this company, and from the facts as presented to us, we would not feel warranted in entertaining a claim for a reduction of our charge.

HENRY C. WICKER, *Gen. Freight Agent.*

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, April 21, 1870. }

A. B. VAN VALKENBURGH, *Esq., Ames, Iowa:*

DEAR SIR—Referring again to your letter of the 3d inst., wherein you say that you endeavored to obtain a rate on a car load of house-

hold goods and druggists' stock over the Chicago & Northwestern Railway, from Marshalltown to Ames; that said railway company refused to give you a rate on the above goods; that when presented for shipment they were detained at Marshalltown, causing loss by leakage of freight in casks, and that when transported and delivered to you at Ames, you were charged the rate for first class merchandise (22.14 c. per 100 pounds), on the actual weight of freight in the car, whereas a division of freight into its respective classes would have materially reduced the cost, I beg to say, that acting under a general order of the Board. I forwarded a copy of the complaint and accompanying papers to the General Manager of the C. & N. W. R'y for any explanation he might wish to make in behalf of his company.

Under date of April 12, Mr. Henry C. Wicker, general freight agent of said railway company, made reply. [See foregoing letter of Mr. Wicker printed in full.]

At a meeting of the Board, on the 19th inst., your communication, and the above answer, were submitted to the Commissioners, and after examination, they direct me to say, that from the evidence now before them the complaint is consolidated into two questions:

1. As to whether the C. & N. W. R'y Co. should have given rates for car load of household goods on the freight under consideration, Mr. Wicker in answer, says: "The 'Iowa law' tariff, under which we were then operating our Iowa Division, does not give (nor so far as our knowledge extends does the freight tariff of any other transportation company) a car load rate upon miscellaneous merchandise, *i. e.*, dry goods, hats and caps, clothing, drugs, medicines, etc., and the Commissioners must agree that the distinction is a reasonable one, made not only by the C. & N. W. R'y Co., but by common custom, as well as by the Legislature of our State in the act of the fifteenth General Assembly, known as the 'Granger' tariff law."

The second question for consideration is, whether the goods were offered for shipment in such form and condition that they could be handled and allotted to their respective classes under the lists for the classification of merchandise. Upon this question the Commissioners would like further evidence, for, if the answer by Mr. Wicker was made with full knowledge of the facts, they do not see ground to maintain the claim for neglect of prompt delivery or for excessive charges. In other words, if the goods were presented for shipment in an unusual form for which the railway company has no schedule of charges, the agent at Marshalltown could not, without disobeying reasonable in-

structions, receive them for transportation or forward them to their destination until he had received instructions as to the rates he should charge. Again, if goods presented in bulk should properly take classes ranging from double first to fourth class, the Commissioners would hesitate to say, without other attending explanatory circumstances, that the carrier was obliged to receive such goods for transportation until they were presented in such form that they could be classified and weighed; or, that consenting to take them in bulk at the rates for an estimated average class, they were making exorbitant charges.

Should the Commissioners, therefore, be acting under a wrong impression in regard to the manner in which the goods were offered for transportation, they desire you early to correct them, as it would materially change their views. By order of the Board.

J. S. CAMERON, *Secretary*.

April 26, the complainant replied to the foregoing letter of the Board, repeating his former assertions and announcing his ability to prove them, but failed to present any evidence other than a repetition of his first statement. The Board, therefore, after a sufficient lapse of time, addressed Mr. Van Valkenburgh the following:

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, May 28, 1879. }

A. B. VAN VALKENBURGH, *Ames, Iowa*:

SIR—Your letter of the 26th ult., wherein you take issue with Mr. Wicker, G. F. A. of the C. & N. W. R'y., as to condition in which household goods, druggists' stock, etc., were offered for shipment, was submitted to the Commissioners, and they instruct me to say: that since the question at issue is one of fact, now only to be proved by strictly legal evidence, they suggest that the most suitable place to bring the action would be in the courts of the State. They would not wish to be understood, however, as recommending this action, for they fail to discover in the laws of the State, cited in former letter as the "Granger law," under which the C. & N. W. R'y Co. says it was then operating its road, or in the tariff of any common carrier, a rate for a mixed lot of household goods and druggists' stock, and they would suggest that the fact that you were given car load rates on such articles by the Illinois Central R. R., and the Central R. R. of Iowa, might simply be proof that those companies gave you a *special rate*. Again, your assertion that you did not wish the goods unloaded or handled might be taken as conclusive evidence that the goods were not presented for classification and weighing.

From the evidence now before them, and although from the nature of the case you may have paid a high rate, they cannot assert that the C. & N. W. R'y has overstepped any law of the State, or common custom among carriers. By order of the Board.

J. S. CAMERON, *Secretary*.

SOUTH ENGLISH, IOWA, February 20, 1879.

To the Railroad Commissioners of Iowa:

GENTLEMEN — On the 23d of December last I called for two through tickets from Washington, Iowa, to Indianapolis, Indiana, *via* C., R. I. & P. R. to Chicago *via* Kankakee, etc., the company's agent at Washington, Iowa, demanding \$14.90 each for the same, which I paid under protest, telling him at the time that he was charging me more than the regular price, and that I should report him. The regular price is only \$12.10, making a difference on the two tickets of \$5.60. I have reported him to E. St. John, Gen. Agent. He refers the matter back to their agent at Washington, and there the matter rests; he, the agent at Washington, fails to take any notice of the matter. I made him a tender of the money, but he positively refused to sell me the tickets for less than \$14.90.

Harper is our station. We can't get through tickets there, and as my wife was with me and we only had a few minutes to stay in Washington, I was compelled to submit to the swindle. C. F. COSBY.

This complaint was referred to the Chicago, Rock Island & Pacific Railroad Company, and in due time the following reply was received:

CHICAGO, April 14, 1879.

To the Railroad Commissioners of the State of Iowa:

GENTLEMEN — Referring to complaint of C. F. Cosby, of South English, Keokuk county, a copy of which was kindly sent to this office, April 9, it is admitted that the agent of this company, at Washington, did sell Mr. Cosby two tickets, Washington to Indianapolis, at \$14.90 each. This was the *regular through* fare for *unlimited tickets* as per printed *schedule*. The railroad from Chicago to Indianapolis to serve its own purpose, authorizes the sale of *limited tickets, good for two days*, for \$2.80 less, the difference being wholly made by roads east of Chicago. It is claimed by our agent that Mr. Cosby did not ask for the limited ticket, nor does he offer them unless asked for, as they are issued only to be used in competition with rival routes. The full fare collected has been reported and paid over to connecting lines.

Mr. Harvey, our Washington agent, on hearing of Mr. Cosby's complaint, wrote to him under date of February 18th, explaining the two classes of tickets, and asserting that he sold him the usual first class tickets at regular rates. Mr. St. John, our general ticket agent, has corresponded with Mr. Cosby, and endeavored to make the matter clear to him. In the complaint made to the Commissioners, the impression is sought to be conveyed that the railroad officials pay no attention to

his communication. This company having sold the tickets asked for, at the regular tariff rates and settled for them with connecting roads, decline to refund the difference between the price of two *limited* and *unlimited* tickets as demanded by Mr. Cosby.

HUGH RIDDLE, *President*.

THE COMMISSIONERS TO THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, April 19, 1879. }

HUGH RIDDLE, Esq., *President, C., R. I. & P. R. R. Co.*

SIR—The Board having considered the complaint of Mr. C. F. Cosby (a copy of which was forwarded you on the 9th inst.), together with your letter of the 14th inst., in answer thereto direct to me to say:

That from the evidence now before them it appears that Mr. Cosby had reason to believe that your company had tickets on sale at Washington to Indianapolis, and that although he may not have known the technical name by which such tickets were designated in order to ask explicitly for a "limited ticket," yet the conversation with your agent and the protest against paying the price asked for the tickets, could hardly have failed to inform the agent that such limited tickets with reduced price were the ones that Mr. Cosby wished to purchase.

Your letter is silent as to what your instructions to agents would be under the above circumstances, but the Commissioners are clearly of the opinion that the relations of the agents of the railway companies to the public are such that they should assist their patrons to obtain such accommodations and benefits as are at the disposal of their companies, and especially so in a case like the above, where the wishes of the patron seem clearly to have been shown and would have readily been granted except for his failure to use the specific technical term employed by the railway companies.

The Commissioners do not claim that they have jurisdiction in the above case, it being one of inter-state business, yet the grievance claimed having been against the agent of a company in this State, they have deemed it proper thus far to express their views.

By order of the Board.

J. S. CAMERON, *Secretary*.

COUNCIL BLUFFS, IOWA, April 21, 1879.

To the Honorable the Railroad Commissioners of the State of Iowa:

GENTLEMEN—I beg to call your attention to the fact that under the revised railroad tariff issued by the pooled lines, viz.: the C. & N. W., the C., R. I. & P., and the C., B. & Q., at your instance, the

rates on live stock remain the same as they were previous to the revision and about 33½ per cent higher than under the tariff known as the Granger, while all other classes of freight have been reduced. For instance, hogs and cattle from here to Chicago from the west are \$60, 500 miles.

Under present tariff, 100 miles, the rate is	\$20.00
“ “ “ 200 “ “	32.00
“ “ “ 300 “ “ ...	37.50

Evidently an unjust discrimination against packers doing business in this State, and who, if any class of business men in the State, should be protected from unjust discrimination.

The shrink in weight on a car of hogs is about as great from points 100 miles apart as 500 miles apart, and the present high tariff makes it difficult for packers in the State to draw hogs more than 15 to 40 miles. Product from this point, for instance, being 26 cents to Chicago, and from Atchison, Kansas, about 15 cents per 100 lbs. to Chicago.

JOHN T. STEWART.

A copy of the above complaint of Mr. Stewart was forwarded, April 23, 1879, to the management of each of the railroad companies mentioned therein.

Afterward, the following letters in reply and explanation were received at this office:

OFFICE OF THE GENERAL MANAGER }
OF THE C. & N. W. R'y Co., }
CHICAGO, April 30, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commission, Des Moines, Iowa:*

DEAR SIR—On my return to the office to-day after an absence of a week, I am in receipt of your letter of the 23d inst.

Mr. Stewart is mistaken as to the rates charged by the Iowa lines on live stock from Council Bluffs to Chicago, it being \$70 instead of \$60 as stated by him. The present local tariffs on live stock, about which he complains, we do not regard as unreasonable, and you will find by comparison that they are no higher than are charged on other portions of the company's lines.

I note what Mr. Stewart says respecting the rates charged on pork product from Atchison to Chicago. Our company has no ambition whatever to operate its line under the ruinous rates now charged by the Chicago and St. Louis lines, who are in competition for the business of Kansas. If a merchant were to buy goods and pay cash for them, and sell them at 50 per cent of the cost price, it would not be a more speedy road to bankruptcy than the present tariff rates of the competitive interests referred to.

M. HUGHITT.

VICE-PRESIDENT'S OFFICE, C., B. & Q. R. R. Co., }
BURLINGTON, IOWA, May 12, 1879. }

J. S. CAMERON, Esq., *Secretary Iowa Railroad Commissioners:*

DEAR SIR—I have just returned from the East and find here yours of April 23, with copy of complaint of Mr. J. T. Stewart, of

Council Bluffs, as to rates on live stock. I understand that Mr. Stewart has withdrawn his complaint as far as the C., B. & Q. is concerned. If he has not done so, will you be kind enough to let me know and we will explain.

C. E. PERKINS.

MR. STEWART WITHDRAWS HIS COMPLAINT.

COUNCIL BLUFFS, May 8, 1879.

To the Board of Railroad Commissioners:

I wish to withdraw my recent letter calling your attention to the fact that no change had been made by the pooled lines in local rates on hogs and cattle, and to ask that so far as my complaint is concerned no action be taken in the matter. I do this, however, without any prejudice to any future action I may wish to take in the matter.

JOHN T. STEWART.

The three railroad companies complained of were notified of the withdrawal of the complaint by Mr. Stewart on the 13th of May, 1879.

CARROLL, IOWA, May 8, 1879.

To the Railroad Commissioners of the State of Iowa:

GENTLEMEN — Having for the past year been provoked beyond measure by being overcharged in freight by the N. W. R. R. Co. I take this way of laying a couple of facts before you so you may see how they abuse the trust reposed in them by the people of this State. Yesterday I received a three-spring light wagon from Moline (taken down for shipment); actual weight, 700 lbs. Freight from Moline to Grand Junction, \$4.21; freight from Grand Junction here, distance 40 miles, \$6.00; said light wagon billed at 2,500 lbs., rate 24 cents per hundred, or what they call first class. To-day we received a bill from Buffalo, N. Y., of forks and hoes, etc., weight 440 lbs. Freight from Buffalo, N. Y., \$1.32; freight from Clinton here, \$3.43; rate of freight from Clinton 78 cents, and everything else we get is just in the same proportion.

Now, how long is this a-going to continue? We look to you for an equal rate of freight, but instead thereof we are paying twice the amount of freight we paid while the railroad law was in force. Let us hear from you and tell us if this is right and in accordance with the arrangements between you and the railroad company.

M. A. HOYT & BRO.

This complaint was notified to the Chicago & Northwestern Railway Company, May 13, to which the following reply was made to this office:

OFFICE GENERAL MANAGER, C. & N. W. R'y Co., }
CHICAGO, May 22, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commissioners, Des Moines:*

DEAR SIR — Earlier reply to your communication of May 13, concerning a complaint of Mess. M. A. Hoyt & Bro., of Carroll, relative to alleged overcharge in shipment of democratic spring wagon from Moline, has been delayed pending an investigation of the matter. I find the facts to be as follows:

Our classification on democratic spring wagons requires that they be tightly boxed to take first class rates. If inclosed in crates or skeleton frames one and a half first class rates are charged on actual weight. These wagons were shipped from Moline to Grand Junction by the Moline manufacturers, who should have known that our classification required them to be boxed or crated to take once or once and one-half first class rate. The shippers are therefore at fault in this case, and our freight agent has sent them a copy of revised joint classification, with the request that they box the wagons the same as done by all manufacturers on our own line to take the benefit of the low rate.

Under the circumstances the error being with the shippers, we have said to Messrs. Hoyt that we will reduce our charges to what they would have been on a crated wagon. This, however, not to be taken as a precedent in any future shipments of the kind.

With respect to the second complaint relative to the shipment of forks, hoes, etc., from Buffalo, N. Y., I would say that Messrs. Hoyt & Bro. are mistaken in their statement. Our rate is seventy-eight cents per hundred from Chicago, as per tariff, copy of which has been furnished to your office.

M. HUGHITT.

On receipt of the above letter from General Manager Hughitt a copy was forwarded to Hoyt & Bro. accompanied by a letter from this Board —the latter as follows:

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, May 28, 1879. }

M. A. HOYT & BRO., *Carroll, Iowa:*

GENTLEMEN—In the matter of your complaint of May 8th, against the Chicago & Northwestern R'y Co., I am directed to say that a copy of the complaint was at once forwarded to the General Manager of that company. His answer is sent in full to you. [Here follows the letter of Mr. Hughitt as above.]

The Commissioners express the hope that the above concession on the part of the C. & N. W. R'y will be entirely satisfactory to you.

In regard to your assertion that you are "paying twice the freight you paid while the railroad law was in force," the Commissioners must express their surprise, for although they hope to secure further reductions on many articles, the tariffs on file in their office do not show

such a state of facts as you assert. In the case in question (democrat spring wagons), you will see by examining the revised classification of the C. & N. W. R'y that by boxing the wagon you are able to get first class rates on actual weight, while the lowest rate under the "Granger Tariff" was one and one-half times first class.

Referring to the second charge in your complaint, you will see that Mr. Hughitt claims an error in statement that first class rate from Clinton to Carroll is seventy-eight cents per 100 pounds. The Granger rate for class A roads for that distance was 56.2 cents, and the present C. & N. W. R'y tariff 57 cents per 100 pounds; and any excess of that rate would be an overcharge. Should Mr. Hughitt, therefore, be in error, and the charge prove to have been seventy-eight cents per 100 pounds from Clinton to Carroll, instead of from Chicago to Carroll, the Commissioners would be pleased to have you forward freight receipt to them and they will take further action at once. By order of the Board.

J. S. CAMERON, *Secretary*.

No further evidence has been supplied in this case up to date.

On the 10th of May, 1879, B. F. Buffington & Co., of Red Oak Iowa, made complaint setting forth that the Chicago, Burlington & Quincy Railroad Company had advanced their rate on wheat in car loads, on 180 miles haul, from twenty cents per 100 pounds to twenty-five cents. This was notified to the company, and the following reply was received from General Superintendent T. J. Potter.

BURLINGTON, May 19, 1879.

HON. J. W. McDILL, *Afton*:

DEAR SIR—Referring to your letter of the 10th about complaint by Mr. Buffington, will say that our freight department claim it was a mistake, and I inclose you the correction, and I hope this will be satisfactory to you.

T. J. POTTER.

Accompanying the above letter was printed general freight order 136, issued by the C., B. & Q. R. R. Co., dated Chicago, May 16, 1879, addressed to agents, to take effect May 19. The order was a correction of the rate complained of, and was in the following words: "Wheat
"in car loads, 180 miles and all greater distances, twenty cents per 100
"pounds."

This correction being notified to the complainants the following letter was received from them by Mr. Commissioner McDill:

RED OAK, IOWA, May 20, 1879.

HON. J. W. McDILL, *Afton, Iowa*:

DEAR SIR—We yesterday received notice through the C., B. & Q. agent at this place that the rates on wheat to Keokuk, etc., would be twenty cents per hundred, the same as the old rate. We thank you for your prompt attention to this matter, and through you the railroad company for the concession and prompt righting of the matter on their part. It is of considerable importance to us, for during the year we find a market at different points in the eastern part of the State for a considerable quantity of wheat. And rates being the same, we can get better prices than on the regular market. So, frequently, we can, and do, pay from two to five cents per bushel more for wheat than if we had to sell on the regular market.

B. F. BUFFINGTON & Co.

May 19, 1879, Chace & Co., of Red Oak, Iowa, wrote to Commissioner McDill the following:

RED OAK, IOWA, May 19, 1879.

MR. J. W. McDILL, *Afton, Iowa*:

DEAR SIR—If you are not conversant with the facts of the case, we would like to call your attention to the recent advance of rates in the local tariff of the C., B. & Q. R. R. While it may be perfectly correct and proper under the law, yet it cuts us off from supplying a milling trade on wheat we have long enjoyed. Millers, particularly at Keokuk and Ft. Madison, who have taken our wheat heretofore say they cannot now touch it, on account of a rise in freights. We have not been able to procure a tariff sheet, but you can easily ascertain the changes made and see if they are all right.

CHACE & Co.

This complaint, it will be observed, refers to the same "mistake of the freight department" of the C., B. & Q. R. R. Co. referred to by Mr. Superintendent Potter in his letter of May 19, addressed to Mr. Commissioner McDill in response to the complaint of Buffington & Co. Mr. Potter's letter entirely answers and disposes of it.

On the 20th of May, 1879, the following letter was received:

DES MOINES, May 20, 1879.

To the Railroad Commissioners:

GENTLEMEN—Last Friday night I took the train at Grinnell, Iowa, for Des Moines, on the Chicago, Rock Island & Pacific Railroad, at 12:20. I was at the office nearly 10 minutes before the train arrived

from the East. The ticket office was closed, and I could get no ticket for Des Moines. I so informed the conductor on said train and called as witnesses to the fact Mr. Sears, of Marshalltown, and Mr. Heffelfinger, of Grundy, but the conductor (Mr. McChesney) charged ten cents extra. What I want to know is, was it legal? If not, what redress has a poor granger? Does the present law afford any? If it does, what is to be done? and will your Honors proceed to give some one the "grand bounce." I coaxed him (the conductor) and after that failed, utterly, I threatened him with all the statutes in such cases made and provided, and a great many others not in the law, but firmly fixed in my mind all the same. Now, gentlemen, I would like to have you inform me what course is to be pursued to "get even" with the company and their conductor. As to the ten cents, I can stand that by smoking one cigar less, but I want to ascertain whether railroad companies and their employes are subjects of law the same as white men these days, and if they are not, I desire that each and all of you join with the undersigned in one grand effort to re-enact the old grange law, and then they will catch it sure. If the ticket agent and not the conductor is to suffer, deal gently with him on my account. Please let me hear from you on the subject. L. D. TRACY.

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, May 29, 1879. }

HON. L. D. TRACY, *Parkersburg, Iowa*:

DEAR SIR—In reply to your letter of the 20th inst., the Railroad Commissioners would respectfully refer you for your remedy for injury sustained, to section 2, chapter 68, acts of fifteenth General Assembly, not repealed by the Commissioner law, and to section 13, chapter 77, acts of the seventeenth General Assembly. The law by giving a specific remedy, in their view, takes from them any discretion in the matter. From the investigation thus far given to the matter, the Commissioners learn that proof will be necessary to establish the facts as they will be disputed.

By same mail we send you a copy of the law as it now stands.

By order of the Commissioners. J. S. CAMERON, *Secretary*.

GREENFIELD, IOWA, July 15, 1879.

To the Board of Railroad Commissioners of Iowa:

GENTLEMEN—You will find enclosed freight bills for your examination and consideration. As I think that I am being charged too much for carrying my freights by these railroad companies, I appeal to you for protection in this matter. W. B. BURGET.

The freight bills referred to are for chairs, coffins, glass, varnish, wire spring beds, mattresses, and kindred articles. The matter of the

complaint was forwarded to the management of the Chicago, Burlington & Quincy Railroad, and the following letters were received in explanation:

DIVISION FREIGHT AGENT'S OFFICE, }
BURLINGTON, August 6, 1879. }

T. J. POTTER, Esq., *General Superintendent*:

DEAR SIR—Returning herewith letter of Mr. Cameron, Secretary of the Board of Railroad Commissioners, noting complaint of overcharge of W. B. Burget, of Greenfield, I have attached copies of expense bills as made out and collected by agent at Greenfield. By comparing the exhibit as made by Mr. Cameron, with the true copies attached, you will notice the incorrectness. The first exhibit gives the figures \$9.66 as being the amount of but one expense bill, while in reality it is the total of what is taken for three. The total amount paid by consignee was \$10.51; the exhibit makes the amount \$15.83.

THOS. MILLER.

GENERAL SUPERINTENDENT'S OFFICE, }
BURLINGTON, August 14, 1879. }

J. S. CAMERON, Esq., *Secretary Railroad Commissioners, Des Moines*:

DEAR SIR—Your letter of July 16, to Mr. Perkins, about the claim of W. B. Burget, was referred to me. Please read letter from our Division freight agent and copy of the billing which shows that Burget has made you a misstatement of facts. The rates charged were our regular distance Iowa tariff rates.

T. J. POTTER.

The matter was duly considered by the Board, and the following letter addressed to the complainant:

BOARD OF RAILROAD COMMISSIONERS, }
DES MOINES, August 29, 1879. }

W. B. BURGET, Esq., *Greenfield, Iowa*:

DEAR SIR—Referring again to your letter of July 15, claiming excessive charges for carrying goods, Des Moines to Greenfield *via* Indianola, I am instructed by the Board to say: that upon the receipt of the above letter, a copy of the same was forwarded to C. E. Perkins, General Manager of the Chicago, Burlington & Quincy Railroad, for any explanation his company might wish to make in regard to the complaint. His answer was received August 14, 1879, through T. J. Potter, General Superintendent, and Thomas Miller, Division Freight Agent who claims that the rates charged by the Chicago, Burlington & Quincy Railroad in the case cited, were in accordance with the printed tariff of their company. The Commissioners have subse-

quently examined the bills accompanying your letter in connection with the tariffs of the C., B. & Q. R. R. Co. and the C., R. I. & P. R. R. Co., and find that the total charges for carrying from Des Moines to Greenfield, equal the sum of the local rates of the two companies for the distance which the goods were carried over their respective lines. While the sum of such charges is greater than would have been made by either company for a continuous carriage of goods over its line, a distance equal to that between Des Moines and Greenfield, it does not appear that either company received more than its published tariff rates, or more than it would have received for the same labor performed for another person, and over any other portion of its line. They cannot, therefore, conclude that you were charged unusual or exorbitant rates.

By order of the Board.

J. S. CAMERON, *Secretary*.

ALBIA, IOWA, August 12, 1879.

J. S. CAMERON, ESQ., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR—I take the liberty of asking you a few questions: The lumber dealers in this place are of the opinion that the C., B. & Q. R. R., are unjustly discriminating against this place in freights on lumber from Chicago. We are credibly informed that they give special rates to Chariton of seventeen cents per 100 lbs., being thirty miles longer haul; to Lovilla on the Albia & Des Moines Branch, nineteen cents per 100 lbs.; while to this place they charge us twenty-four cents per 100 lbs. Is there any way we can reach and remedy this discrimination through the Railroad Commissioners? Not having the means for posting in regard to the authority of the Commissioners, I ask you to give us such information as you see proper, and any suggestions you may see fit to make will be thankfully received. J. C. DOWNS.

The matter of this complaint was forwarded to the Chicago, Burlington & Quincy management, and on the 5th of September the following letter was received:

GEN. SUPERINTENDENT'S OFFICE, C., B. & Q. R. R.,)
BURLINGTON, September 5, 1879.)

J. S. CAMERON, *Secretary Board Railroad Commissioners:*

DEAR SIR—Yours of August 29, to Mr. Perkins, inclosing complaint from Mr. Downs about lumber rates, has been referred to me. This is the first intimation we had there was any trouble about rates at Albia. The lumber business there is so small it amounts to but very little. Mr. Downs has received six (6) cars of lumber over our

road in the past eight (8) months. We are going to revise our lumber rates from Chicago to several points in Iowa, and will then take up the question of rates to Albia. T. J. POTTER.

The Commissioners having considered the questions involved in the foregoing complaint of J. C. Downs, arrived at the conclusions set forth in the following letter:

BOARD OF RAILROAD COMMISSIONERS, }
August 29, 1879. }

J. C. DOWNS & Co., *Albia, Iowa*:

GENTLEMEN—Your letter of the 12th inst., regarding supposed discriminations against your town in the matter of rates of freight on lumber from Chicago has been referred to the Board.

They instruct me to say that they do not understand they have any control over the rates charged for carrying freight from points without our State to points within it, or vice versa; such being interstate commerce and not wholly within the control of either State. They have however addressed the General Manager of the C., B. & Q. R. R., expressing the hope that if such discrimination as you cite is in fact made, he will see fit to so regulate rates of transportation from points outside to points inside the State that such cause of complaint shall be removed. By order of the Board.

J. S. CAMERON, *Secretary*.

STANTON, IOWA, August 18, 1879.

RAILWAY COMMISSIONERS, *Des Moines, Iowa*:

GENTLEMEN—We desire to call your attention to the treatment we are receiving at the hands of the C., B. & Q. R. R. Their local distance tariff of September 9, 1878, fixes the rates on cattle to Burlington, as follows:

From Villisca.....	\$34.00 per car
From Stanton.....	34.50 per car
From Hepburn.....	34.50 per car
From Essex.....	35.50 per car

but instead of allowing us to ship at these rates they are charging \$50.00 and upwards from points named to Burlington.

Please let us know if there is not some way of compelling them to forward our stock at their local rates; or must we submit to any rates they see fit to impose? FASSETT & HANSON.

A copy of the above complaint was forwarded to C. E. Perkins, Esq.,

vice president and general manager of the C., B. & Q. R. R. Co., August 19, 1879. His reply is given in full below.

CHICAGO, BURLINGTON & QUINCY R. R. Co.,
T. J. POTTER, GENERAL SUPERINTENDENT,
BURLINGTON, IOWA, September 5, 1879. }

J. S. CAMERON, ESQ., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR—Yours of August 19th to Mr. Perkins, has been handed to me. It is true we have had some trouble about rates with Messrs. Fassett & Hanson, for the simple reason that they had been selling stock contracts and we stopped it, and refused to countersign their return contracts. They then turned their stock *via* T. P. & W. at Burlington. Their shipments have not been local but have been through shipments.

T. J. POTTER.

At a meeting of the Board on the 26th day of September, 1879, the foregoing complaint of Messrs. Fassett & Hanson, together with the answer on behalf of the C., B. & Q. R. R., was examined. Messrs. Fassett & Hanson having meanwhile furnished satisfactory written evidence in proof of their allegations, the Board made decision in their favor as fully set forth in the following letter to T. J. Potter, General Superintendent C., B. & Q. R. R.

BOARD OF RAILROAD COMMISSIONERS.
DES MOINES, September 27, 1879. }

T. J. POTTER, *General Superintendent C., B. & Q. R. R. Co., Burlington, Iowa:*

SIR—On the 19th August we advised you that Messrs. Fassett & Hanson had complained to the Board that the C., B. & Q. R. R. Co., while its local distance rates on stock as published were

From Villisca to Burlington	\$34.00
From Stanton to Burlington	34.50
From Hepburn to Burlington	34.50
From Essex to Burlington	35.50

was not allowing them to ship at such rates but was charging them \$50 per car and upwards from the points named to Burlington.

On the 5th September we received your letter in reply, in which you stated that there had been trouble with Messrs. Fassett & Hanson for the reason that they had been selling stock contracts, and that your company in consequence refused to countersign their return contracts; that Messrs. F. & H. then turned their stock, *via* T. P. W. R'y at Bur-

lington, and that their shipments have not been local but through shipments. On the 8th September Messrs. F. & H. forwarded papers in evidence of their charge. These papers show that on the 23d July, 1879, your station agent at Stanton charged and received from Fassett & Hanson the sum of one hundred dollars as freight on two cars of hogs from Stanton to Burlington. In this we find an overcharge of \$31. That on the 6th day of August, 1879, your station agent at Stanton charged and received from John Hanson the sum of one hundred dollars for two cars of hogs from Stanton to Burlington—the hogs being consigned to John Fassett. In this we find an overcharge of \$31. On the 24th day of July, 1879, John Fassett shipped from Hepburn to Burlington two cars of hogs for which he paid your agent \$69, the regular published rate. By a copy of a T., P. & W. R'y way-bill, dated July 25, it seems your company made back charges on the same of \$31. This amount we find to be an overcharge.

On the 6th day of August, 1879, John Fassett shipped from Hepburn, Iowa, two car loads of hogs, and on the same date from Villisca, Iowa, two car loads of hogs, all to Burlington, for which he paid your agents \$138. By copies of T., P. & W. R'y Co.'s way-bills, dated August 7, 1879, it seems your company made back charges on the same of \$63. This amount we find to be an overcharge.

With regard to these back charges Messrs. Fassett & Hanson claim that nothing was said about charging more than the local rates, but when they arrived at Burlington your company claimed that they could not have the stock till the back charges were paid, but that you afterward modified the demand and sent in the charges to the T., P. & W. R'y Co. A copy of the letter of Messrs. Fassett & Hanson is sent herewith.

In our view of this case, with the evidence now before us, we cannot believe that you are correct in your claim made in your letter of September 5, 1879, viz.: that these shipments have not been local but through shipments. The bills, receipts and contracts all describe the termination of the shipment as Burlington, both the point of shipment and that of consignment being within the State of Iowa. Having established a schedule of local rates, we cannot take any other view of existing law than that it becomes your duty to charge all alike the same rate for the same distance. To charge any other than the fixed rate would be in each case to discriminate either against the general public or against the individual. Discrimination is expressly prohibited by the law, which should govern your company in operating

the road and us in endeavoring to construe and enforce it. See Secs. 11, 12 and 13 of the act creating the Board of Railroad Commissioners.

We express the hope, therefore, that you will, upon careful consideration of the subject, see that you have not complied with the spirit and requirements of the law of the State, and that you will refund to Messrs. Fassett & Hanson the sum of one hundred and fifty-six dollars (\$156), which it seems to us you have overcharged them.

Board of Railroad Commissioners, J. S. CAMERON, *Secretary*.

The decision of the Commissioners was also communicated to Messrs. Fassett & Hanson under same date, September 27, 1879.

BURLINGTON, IOWA, October 11, 1879.

J. S. CAMERON, ESQ., *Secretary Board of Iowa Railroad Commissioners:*

DEAR SIR—Referring to our complaints of unjust discrimination and of charges in our shipments on part of the Chicago, Burlington & Quincy Railroad Company, under different dates, we now desire to inform you that we have this day amicably adjusted all differences, and our complaints are hereby withdrawn.

JOHN FASSETT & HANSON.

CHICAGO, BURLINGTON AND QUINCY RAILROAD CO., }
T. J. POTTER, GENERAL SUPERINTENDENT, }
BURLINGTON, IOWA, October 13, 1879. }

J. S. CAMERON, ESQ., *Secretary Board of Railroad Commissioners, Des Moines:*

DEAR SIR—Referring to the complaint made by Fassett & Hanson, will say that we have adjusted their claim, and I understand [they] have written you to that effect. We, of course, withdraw our complaint against them on account of stock contracts. T. J. POTTER.

COUNCIL BLUFFS, IOWA, August 19, 1879.

HON. J. W. McDILL, *Afton, Iowa:*

DEAR SIR—I am informed that you, as Railroad Commissioner, are the proper party to whom to make my complaints—as follows: I am a coal dealer in this city. I deal in car load lots, buy and sell the same. Frequently I receive by one railroad terminating here and ship out on another. In shipping in car loads from one road to another the railroad company by which I ship will not receive the car of the other railroad company, but requires me to be at the expense of transferring the load from car to car. I am of the opinion that this should not exist, and that the car with load should be received, and if the road receiving the same is desirous of transferring at its expense, all right, but the expense should not be added to cost of freight. I will cite you a point. I now have a car of coal to go to Woodburn on the

C. & N. W. R'y, coming in on the C., B. & Q. R'y. The C. & N. W. R'y requires me to transfer the load from the C., B. & Q. R'y to a C. & N. W. R'y car before they will receive it, adding a cost of five dollars on the car of coal. Will you please tell me what is right about this?
J. W. RODEFER.

A copy of the above letter was forwarded to Marvin Hughitt, General Manager of the Chicago & Northwestern R'y, and the following answer for his company was received:

CHICAGO & NORTHWESTERN RAILWAY Co.,
LAW DEPARTMENT,
CHICAGO, September 1, 1879. }

J. S. CAMERON, ESQ., *Secretary of Board of Railroad Commissioners:*

DEAR SIR—Your letter to Mr. Hughitt, General Manager of this company, inclosing letter to the Board of Railroad Commissioners from J. W. Rodefer, has been referred to me.

The facts in the matter are as follows:

Mr. Rodefer is a coal dealer having his coal yard on the C., B. & Q. R. R. at Council Bluffs. This company will always receive coal coming over the C., B. & Q. R. R., or any other road, consigned to any point on the line of the C. & N. W. R'y Co. in the cars in which it arrives, and transport the same to the place of destination. This is, in my opinion, what the law requires. But what Mr. Rodefer seeks to do is to compel this company to receive coal shipped by him from Council Bluffs to points on our line in C., B. & Q. cars, and thus make us pay car mileage to the C., B. & Q. road while our own cars are idle. If he loads cars at any point on the C., B. & Q. road destined and consigned to Woodbine, or any other point on our line, the loaded cars will be transported with the cargo unbroken to the point to which it is consigned. But I respectfully insist that if a car is loaded for, and consigned to, Council Bluffs, and the consignee sells the coal at a point on the line of our road, we are not bound to transport it in the C., B. & Q. car and pay for the use of the car.

There are busy seasons when a railroad company uses all its cars and must have them, and there are other seasons when many cars are idle. If it was in Mr. Rodefer's power to require us at such time to transport all his shipments of coal from Council Bluffs to his customers in C., B. & Q. R. R. cars and pay mileage for them while our cars stood still, he might do us great injury for the benefit of a competing road. I should be very glad to know what are the views of the Commissioners upon this question.

Of course we will transport the freight in the cars of the C., B. & Q. Co. at rates which will net us the same freight as if transported in our own cars, but we do not concede that any dealer can compel us to use and pay mileage on the cars of another company while our own cars are idle, and theirs would be also if we were not compelled to use them.

B. C. COOK, *General Solicitor.*

On the 28th of August the Commissioners, having examined the

foregoing complaint of Mr. J. W. Rodefer, arrived at the conclusions set forth in their letter of the 29th August, viz.:

BOARD OF RAILROAD COMMISSIONERS, }
August 29, 1879. }

J. W. RODEFER, Esq., *Council Bluffs, Iowa*:

SIR—We have made an examination of the questions involved in your letter of August 19, 1879, to Mr. McDill of the Board, and we are of the opinion that the Board has no power over the matter, but you can proceed under chapter 18 of the laws of the 15th General Assembly, approved March 18, 1874, to have your rights asserted and confirmed. This law was not repealed when the law organizing the Board of Railroad Commissioners was enacted, and under its terms it seems to us that the Circuit and District Courts of Pottawattamie county, or the judges thereof, have power to ascertain and enforce your rights. By the Board of Railroad Commissioners.

J. S. CAMERON, *Secretary*.

The above decision of the Commissioners was communicated to Mr. B. C. Cook, General Solicitor for the Chicago & Northwestern Railway Co., under date Sept. 5, 1879. His reply is given in full below.

CHICAGO & NORTHWESTERN RAILWAY Co., }
LAW DEPARTMENT, }
CHICAGO, September 8, 1879. }

J. S. CAMERON, *Secretary Railroad Commissioners, Des Moines, Iowa*:

DEAR SIR—Yours of the 5th is received. This company design to comply with the law, and we should have been very glad to have had the views of the Commissioners upon the question whether chapter 20, of the laws of 1874, would require us to take a C., B. & Q. car, loaded at Council Bluffs, for some point on our line, and carry the same to its destination at a rate less than the charges allowed by law for carrying the same goods in our own cars, or at a rate which shall net to us, as much less as our own rate in our own cars would net to us, as we have to pay mileage for the use of the C., B. & Q. car. Of course we are willing to transport the C., B. & Q. car loaded, if we can net the same rate on the freight that we would if we were to transport it in our own car.

B. C. COOK, *General Solicitor*.

The Commissioners are again compelled to call attention to the total lack of care and accuracy in the preparation of many of the reports.

The usefulness of the system and its value to the people of the State will be greatly impaired, if the statistics are not complete, as well as reliable. No method suggests itself as better calculated to secure accuracy than that fixed in the law requiring them to be certified by some officer of the company, under oath. It is a delicate matter to correct in our tables a mistake found in a report sworn to by an officer of a railroad company as true, even when the Commissioners know that it is not. In the report of 1878, the Commissioners say: "If any of the deductions from the tables show incorrect results, the officers of the companies must bear the responsibility, as the Commissioners have exercised every care in their power to make them correct, and could only have failed where the information asked for was wholly or in part withheld." The supposition at that time was that all the railroad officers, as some have, would recognize the importance of meeting the concessions of the State in the spirit in which they were extended, and that the effort would be to work in harmony for the best interests of both. The information asked for was to enable the State to act intelligently. Without making complaints that would be invidious, one difficulty may be fully illustrated by reference to the report of the Central Iowa Railway. It returns for the stock and debt statement of its road an exact copy of the report of the year before, while such extraordinary publicity has been given to the affairs of this company, that the most casual newspaper reader knows that the mortgages had been foreclosed, and that a new company had been organized from the bondholders, the name changed, and that the present officers hold their positions from the new organization. Yet they report to the officers of the State, whose duty it is to call upon them for detailed and accurate information, that the stock which had been foreclosed, and presumably out of existence, and the bonds of their company, were exactly the same June 30, 1879, that they were June 30, 1878. As this report is made under oath, it would be hardly courteous to say that we thought it not true. We are inclined, however, to believe that the intelligent officer of the company, who made the return, did not fully realize the object of the inquiries, and the importance of returning the exact status of his road at the date of the report. Our impressions are that the property is now represented in some way by the former bonded indebtedness, and we feel that the officers of the company should have stated to us the facts as they exist. It is mortifying to have to guess out what we should know accurately. The railroad companies should

manifest a disposition to furnish any information that would be of value to the Commissioners, rather than a disposition to answer as few questions as possible, and those in so careless and indifferent a manner that nothing can be gathered from them. If our reports are to be valuable, they must be accurate. It is true that a penalty was provided in the law for the failure to make returns promptly, but there is no method prescribed for its enforcement. The law should be amended, fixing a penalty for furnishing incorrect and unreliable information, as well as for delays, and some method for applying it, so that in the future the Commissioners may not have a repetition of the annoyances to which they have been subjected by the inattention and negligence of the officers of some of the companies. We dwell on this subject here because we had hoped the returns of this year would have been more correct and an improvement over the first year's. On the contrary, many of them are simple copies of last year's, carrying forward, evidently without thought or care, absurd blunders that then seemed unnecessary.

CAPITAL STOCK.

The total number of miles reported by the companies as being operated during the year is four thousand three hundred and ninety-six. Last year the Des Moines & Ft. Dodge reported eighty-seven and two-tenths miles—this year eighty-three and eighty-eight hundredths, this company running under lease its trains from the Junction to Ft. Dodge, over the track of the Illinois Central Road. The Receiver of the Chicago, Clinton & Western Road last year reported twenty-seven and one-half miles; this year, the purchaser, the Burlington, Cedar Rapids & Northern Road, reports for that line but ten miles, the balance of the track being unused.

We estimate the capital stock belonging to the Iowa roads at \$90-612,451.71, an aggregate increase during the last year of \$1,755,085.76, or an average of \$20,612 per mile, and a decrease since the report of last year of \$763 per mile. The following roads have increased their stock since last report:

Chicago, Burlington & Quincy.....	\$3,262,140
Sioux City & Pembina and D. S.....	195,000
Burlington & Northwestern.....	3,583
Des Moines, Adel & Western.....	17,100
Des Moines & Minneapolis.....	1,310
Waukon & Mississippi.....	1,300
Fort Dodge & Fort Ridgely.....	7,800
Total increase.....	<u>\$3,488,233</u>

The following roads have decreased their capital since last report:

Des Moines & Fort Dodge.....	\$2,156,900
Crooked Creek.....	5,500
	<hr/>
	\$2,162,400

It is more than probable that the reorganization of several roads that have been in the hands of receivers will reduce the capital fully as fast as it is increased by building new lines, for the present at least. Every reform in the direction of reducing representative capital to actual cost is desirable and right.

DEBT.

The following Roads show an increase or decrease of their indebtedness during the year :

DEBT.	INCREASED DURING THE YEAR.	DIMINISHED DURING THE YEAR.
Burlington, Cedar Rapids & Northern R. R....	\$ 302,617 70	
Central Iowa.....		\$ 180,644 99
Chicago, Burlington & Quincy.....	119,100 00	
Chicago, Clinton, Dubuque & Minnesota.....	119,665 47	
Chicago, Milwaukee & St. Paul.....	4,464,087 90	
Chicago, Iowa & Nebraska.....		50,100 00
Cedar Rapids & Missouri River.....		49,608 42
Maple River.....	49,619 38	
Iowa Midland.....	5,129 79	
Iowa Southern & Missouri Northern.....		392,874 98
Keokuk & Des Moines.....	32,700 00	
Grinnell & Montezuma.....	167,000 00	
Iowa Falls & Sioux City.....	99,610 00	
Kansas City, St. Joseph & Council Bluffs.....	563,587 21	
Sioux City & Pacific.....	100,138 32	
Sioux City & Pembina & Dakota Southern....		2,135,499 10
Sioux City & St. Paul.....		232,260 00
Burlington & Northwestern.....	6,000 00	
Crooked Creek.....	40,000 00	
Des Moines, Adel & Western.....	16,000 00	
Des Moines & Minneapolis.....	60,816 42	

The aggregate debt for the roads and parts of through lines proportioned for Iowa, we estimate at \$70,243,795, an increase over the amount returned last year of more than three millions of dollars, the greatest increase being in the Chicago, Milwaukee & St. Paul road, which has extended its line from Algona to the west line of the State. The Grinnell & Montezuma road has increased its debt \$167,000 without any legitimate reason so far as can be discovered from the reports, either in the line of new equipment or new construction. If there are any causes that justify this increase, the State has a right to know what they are. Fifteen roads during the year have increased

their indebtedness. Six have reduced; generally by paying off floating debt, or the reduction is the result of a sinking fund. The most remarkable decrease of debt is reported by the Sioux City & Pembina and Dakota Southern of 2,130,000; the report of either this year or last must have been in error.

STOCK AND DEBT.

The stock and debt of the roads in Iowa amount to \$160,856,246, or \$36,612 per mile. The B., C. R. & N. road \$29,035; C., M. & St. P. \$38,643; C. & N. W. \$58,350; C. I. & N. \$56,122; C. & M. R. \$41,611; Maple River \$20,128 (the last three roads return no equipment); C., R. I. & P. \$45,942; I. S. & M. N. \$29,492; K. & D. M. \$41,201; D. M. & Ft. D. \$47,101; G. & M. \$30,600; D. & S. C. \$41,110; K. C., St. Joseph & C. B. \$43,279; M. I & N. 38,353; S. C. & Pac. 61,201; S. C. & Pem. & D. S. 22,500. The unfortunate process of selling securities at a large discount has swollen the representative capital of many of the roads beyond their capacity to earn dividends and at the same time carry their tonnage at moderate rates.

COST OF ROADS.

This table is in the main a repetition of the stock and bonds of the roads. The changes through which they have passed, and the variety of management, would render an accurate and just division between construction and renewals impossible. The Chicago & Northwestern shows an excess of cost over capital of two and one-half millions; the Chicago, Rock Island & Pacific more than one and one-half million, which has absorbed that much of the surplus reported. The Missouri, Iowa & Nebraska reports the cost of road as \$1,899,300, and its total debt \$1,800,000, its stock and debt \$3,260,075, or a marked indication that the stock cost but little, and was issued mainly to control the property. The report simply states that the total amount paid in as per books of the company is \$1,460,075, while the amount realized in cash for the stock is returned as blank.

GROSS EARNINGS.

The entire earnings of the roads in Iowa are:

Passengers, Mail and Express.....	\$ 5,335,177.36
Freight and Miscellaneous.....	\$ 16,005,532.08
Total for year ending June 30, 1879.....	\$ 21,340,709.44
Earnings for year ending June 30, 1878.....	\$ 20,714,496.07
An increase over the earnings of last year of.....	\$ 626,213.73

Several of the roads show a large reduction of earnings; on the Burlington, Cedar Rapids & Northern it is \$226,800.99, and on the Central of Iowa \$126,272.08.

The earnings from passenger trains per train mile run are as follows: B., C. R. & N. 97 c.; B. & S. W. 40 c.; Central Iowa R'y 81 c.; C., B. & Q. 1.66; C., M. & St. P. 1.41; C. & N. W. 1.29; Iowa Midland 74; C., R. I. & P. 1.38; K. & D. M. 81 c.; D. M. & Ft. D. 1.07; Ill. Cent. 1.35; K. C., St. Jo. & C. B. 1.89; N. & M. 23 c.; S. C. & P. 84 c.; S. C. & Pem. 1.12; S. C. & St. P. 1.07; W. & M. 13 c.

The earnings from freight trains per train mile run are: B., C. R. & N. 1.88; B. & S. W. 1.17; C. Iowa R'y 2.12; C., B. & Q. 1.34; C., M. & St. P. 1.33; C. & N. W. 1.60; Iowa Midland 90 c.; C., R. I. & P. 1.24; K. & D. M. 1.41; D. M. & Ft. D. 1.91; Ill. Cent. 1.48; K. C., St. Jo. & C. B. 1.89; N. & M. 82 c.; S. C. & Pac. 2.45; S. C. & Pem. 3.41; S. C. & St. P. 1.84; W. & M. 76 c.

TRANSPORTATION OF MAILS.

We have estimated the amount received by the several railroad companies for transporting the mails in this State as \$420,186.36.

OPERATING EXPENSES.

The total operating expenses as returned to the Board are \$12,904,420.92. Per train mile, B., C. R. & N. 1.04; B. & S. W. 79 c.; Cent. Iowa Railway 1.19; C., B. & Q., 87 c.; C., C., D. & M. 1.09; C., M. & St. P. 74 c.; C. & N. W. 73 c.; Iowa Midland 81 c.; C., R. I. & P. 71 c.; K. & D. M. 93 c.; D. M. & Ft. D. 98 c.; Ill. Cent. 85 c.; K. C., St. Jo. & C. B. 80 c.; M. I. & N. 87 c.; N. & M. 79 c.; St. L., Ott. & C. R. 85 c.; S. C. & Pac. 98 c.; S. C. & Pem. 1.58; S. C. & St. P. 1.20; B. & N. W. 50 c.; W. & M. 46 c.

The difference between operating expenses and earnings for the year is, \$8,436,288.52; for the year ending June 30, 1878, \$8,148,545.74; being an increase of \$287,742.78; the increase of earnings in the same period being \$626,213.37. Three of the roads report that they are unable to earn money enough to pay operating expenses.

The St. Louis, Ottumwa & Cedar Rapids Road costs to operate above earnings 28 per cent.

The Toledo & Northwestern Road costs to operate above earnings 2 per cent.

Crooked Creek Road costs to operate above earnings 74 per cent.

Last year there were six roads that did not pay operating expenses, but two of these remain on the present list. The other four did not

earn more money than they did last year, but are operated cheaper. The Toledo & Northwestern last year reported their net earnings ten per cent above expenses, or gross earnings of \$5,707.16; this year the gross earnings are \$3,605.54. While the expenses have been reduced nearly \$1,000, the earnings are about 2,000 less, so that the management seems in no way responsible for this result. The Davenport & Northwestern road reports the cost ninety-seven per cent of gross earnings, but returns as extraordinary expenses \$9,751.12, which would leave operating expenses in excess of earnings \$4,824.42, or two and one-half per cent.

The lowest percentage of operating expenses to earnings on the standard gauge roads is the C. & N. W. 48; C., R. I. & P. 54; Ill. Cent. 58; C., B. & Q. 60; C., M. & St. P. 60; D. M. & Ft. D. 62. Of the narrow gauge roads the W. & M. 52; B. & N. W. 67; D. & M. 73; I. E. 85; D. A. & W. 94. This however is no criterion of the management of the roads, but rather an index of the prosperity and productions of the country tributary to them. When the country is prosperous enough to stimulate passenger travel, and large agricultural products are to be moved, gross earnings will increase and reduce this percentage.

PER CENT OF NET EARNINGS TO CAPITAL STOCK AND DEBT.

We estimate the earnings of the C., B. & Q. road on its capital stock and debt as 10.60 per cent; last year the return made to us by the company was 6.30, which was an error. The officer making the report had charged the interest paid to operating expenses, and in getting the per centage of net earnings to capital and debt, had again made the interest on the debt an element in arriving at his results. The net earnings last year should have been reported at about ten per cent. The C., M. & St. P. report 5.40; C. & N. W. 10.29; C., R. I. & P. 10.17; N. & M. 6.30; K. C., St. J. & C. B. 5.17; B., C. R. & N. 3.64; K. & D. M. 1.80; D. M. & Ft. D. 1.90; all the other roads fall below this amount.

It is difficult, with this statement in view, to see the inducement to build new roads, and we can only account for the building on the theory that the larger lines desire to make as much territory as possible tributary to them, and the additional inducement offered in the shape of township taxation and other local aid. The capital invested is not, in itself, very remunerative.

It is rather a noticeable fact that the roads which return the largest

net earnings on their capital are those that received the smallest average amounts per train mile for their work—the C., B. & Q. 1.40; the C., R. I. & P. 1.32; the C. & N. W. 1.52; the C., M. & St. P. 1.37; their operating expenses per train mile being, respectively, 87, 71, 73 and 74 cents. These average lower than any except the narrow gauge roads. The fact is patent that the lines charging the lowest average rates are earning the most money. There are two good reasons for this; the first, that the business is on the road to be done, and the pool enables every class of it to pay something of a profit; the other, that the character of their roads, the rolling stock and other facilities are ample and complete, so far as Iowa grades will allow, to meet the requirements. Their capital and debt more nearly represent their value than the other lines. Close and economical management is as essential to successful railroad working as to any other class of business. We know of no legislation that can be or should be adopted that would equalize the earnings of the roads. If the rates of the principal roads were higher than the others we would suggest reduction, but the simple fact meets us that the rates are lower, but the volume of business is so much greater that a profit still is left. Some of the roads have, and we think wisely, adopted a policy of accumulating a surplus fund. This surplus will enable them to purchase when at lowest prices, iron, steel, rolling stock, machinery and everything that enters into the railroad plant, and keep fully up with and anticipate the wants of trade. We have regarded that policy as unwise that has led to the increase of railroad stock and debts, apparently with the intent of expending every dollar earned in dividends, and making it almost impossible without further borrowing to pay them, and we look at the manifest disposition of some of the roads honestly to accumulate a surplus as a harbinger of better things. That this accumulation can not be used as an instrument of oppression is plain when we remember that all power of control is vested in the State.

The Sioux City & Pacific and Sioux City & Pembina roads, built, as they are, in the Missouri and Sioux valleys, without grades and with slight curvature, should be profitable to operate, but as yet the business is light, and competition with the east and west roads has left them but little beside operating expenses. The volume of traffic carried on the trunk lines could be moved on these lines at very low rates.

Amount charged to construction fund in completed roads by which capital is increased, covering additional equipment, cost of steel over iron rails, cost of bridge and culvert renewals over old structures as far as charged to construction.

	EQUIPMENT.	TOTAL.
Burlington, Cedar Rapids & Northern Road...	\$ 21,242 02	\$ 70,228 35
Central Iowa Railway.....	30,780 82	46,345 92
Chicago, Burlington & Quincy Railroad.....	985,790 66	2,294,558 82
Chicago, Clinton, Dubuque & Minnesota.....	.....	5,655 80
Chicago, Milwaukee & St. Paul.....	281,605 63	728,457 85
Chicago & Northwestern.....	499,166 21	866,595 63
Iowa Midland Railroad.....	.....	8,253 72
Chicago, Rock Island & Pacific.....	417,808 12	700,353 39
Kansas City, St. Joseph & Council Bluffs.....	64,559 88	138,565 77
Sioux City & Pacific.....	5,603 87	12,510 33
Sioux City & Pembina and Dakota Southern...	5,500 00	10,424 00
Sioux City & St. Paul.....	2,812 95	19,617 20
Burlington & Northwestern.....	.....	2,296 16
	\$2,314,870 16	\$ 4,903,852 94
Deduct equipment charges.....		2,314,870 16
Amount capital has been increased less equip- ment charges.....		\$ 2,588,982 78

The equipment charges we regard as always legitimate if for new cars or machinery. The increase for other purposes should be scanned by the owners of the property with care. To swell capital in the easy method of charging everything to construction that can be forced into that account, may answer well when earnings are on the increase and new business being added to the lines, but there is no surer road to permanent prosperity than keeping the capital of a road within a reasonable amount of the cost of construction and equipment, making renewals ordinarily from the earnings.

AVERAGE EARNINGS PER MILE OF ALL ROADS IN THE STATE.

Eleven roads show an excess, after deducting operating expenses, interest, taxes and rental.

The total excess is	\$ 5,286,832.50
The others a deficit of.. ..	493,769.17
Leaving the net income of all the roads	\$ 4,793,063.33
Add to this rent of leased roads above interest	561,924.77
Total	\$ 5,354,988.10
Which, if equalized, would amount to net earnings per mile in the entire State of.....	1,218.16

TAXES PAID BY THE ROADS.

The total amount of taxes reported to us as paid by the roads in the State is \$584,169.79, or eleven per cent of their net earnings to the stockholders, after deducting operating expenses, interest and taxes.

ROADS OWNED AND LEASED.

Three thousand three hundred and ninety-nine and 13-100 miles are owned by the companies running them; nine hundred and ninety-six and 91-100 miles are leased and run mostly by foreign corporations, mainly by the Chicago & Northwestern and Illinois Central roads. The Chicago, Burlington & Quincy, Rock Island and Milwaukee & St. Paul, all operate branches of their roads by lease, but we gather from their reports that they also own the stock, or a majority of the stock, of the leased lines.

SIDINGS.

The sidings of the roads amount to 481.92 miles, or eleven per cent of the length of the main tracks.

STEEL RAILS.

Some idea of the condition of the roads, and the standard at which they are maintained, may be learned from the number of miles of steel rails in their tracks:

The Burlington, Cedar Rapids & Northern reports....	113.26 miles.
The Central Iowa reports	35.90 miles.
The Chicago, Burlington & Quincy reports.....	253.86 miles.
The Chicago, Clinton, Dubuque & Minnesota reports..	4.83 miles.
The Chicago, Milwaukee & St. Paul reports.....	19.08 miles.
The Chicago & Northwestern reports	279.82 miles.
The Chicago, Rock Island & Pacific reports.	392.00 miles.
The Keokuk & Des Moines reports	24.22 miles.
The Des Moines & Fort Dodge reports.....	2.50 miles.
The Illinois Central reports	52.14 miles.
The Kansas City, St. Joseph & Council Bluffs reports...	35.00 miles.
The Sioux City & St. Paul reports	6.40 miles.

Or a total of1,219.01 miles,

twenty-seven and one-half per cent of the total trackage in the State. This tendency in the direction of better roads is gratifying and an indication that with returning prosperity and increased earnings, our roads are being brought up to the standard of the roads of the older States.

BRIDGES.

The total number of wooden truss bridges reported is 687—length, 76,640 feet; of iron truss and trestle bridges, 71—16,386 feet; combination truss bridges, 24—length, 6,484 feet; stone culverts, 751—length, 31,025 feet; pile and trestle wooden bridges, 5,553—length, 552,850 feet. Very much has been done in the last year to improve the character of bridges, the iron trestle having to a certain extent taken the place of the wooden. The policy of using imperishable material for bridges seems to be growing. The experience of every railroad shows that bridge timbers exposed to the sun and rain of our climate, may decay without any evidence of it on the surface that can be detected by the closest inspection; besides, the liability of wooden structures to fire makes every change of this nature an improvement. Every imperishable structure introduced reduces the yearly cost of maintenance of roadway and lessens the liability to accident.

RAILROAD CROSSINGS.

The total number of crossings at grade is eighty-two; over or under, nine. We see nothing in the experience of the last year to change the views we entertained in our last report, that a rigid enforcement of the law should furnish all the protection that is required.

HIGHWAY CROSSINGS.

The highway crossings of railroads at grade are 3,683; over, 50; under, 59. The number protected by flagmen, 24; number of bridges eighteen feet above the rail is 51; less than eighteen feet, 2. Seven persons have been killed and eleven injured at stations and highway crossings during the year.

STATIONS.

The total number of stations returned was 743, or a station to every six miles of road.

PERSONS EMPLOYED.

The total number of persons directly employed by the roads is 15,391, while in working quarries, mining coal, building masonry, getting out timbers and ties, and contract work of various kinds, there probably is fifty per cent more. Much of this labor is required for the inter-state transportation. To retain for our roads this business is desirable, because with it they will be enabled to do our carriage cheaper than if it took other routes, and the larger the business done the more men will be employed.

The Missouri valley from Yankton to St. Louis is as perfect a line for grades and curvatures as can be found anywhere. A locomotive between these points could probably haul three times as many cars as over either of the Iowa trunk roads. That the freight from Dakota, Nebraska, Kansas, and the Pacific States should be hauled over the high grades of Iowa instead of following the easy descent of the Missouri to St. Louis is a matter of surprise. The distance from Council Bluffs to Chicago is about 500 miles; to St. Louis, by the level grade of the Missouri valley, 480 miles. From Chicago by rail to Baltimore, the nearest large foreign shipping point, 840 miles; from St. Louis, 940 miles; or only eighty miles further, and five hundred miles of that distance very favorable, while the balance is fully as good as the line from Chicago. The Iowa lines, by their energy and enterprise, have been enabled to control to a large degree the roads in the States west of them. The St. Louis lines never have been pushed in this direction, but it is not improbable that in the near future they will compete for that business in the direction in which it would seem that nature intended it to go. We think the people of Iowa would make a mistake if, by any legislation, they forced this commerce out of the State. It would be well to remember in this connection that the same locomotive that would haul eighteen cars across Iowa, would haul fifty down the valley.

FENCING.

The total number of miles of fence reported built is four thousand one hundred and twelve; the amount needed is two thousand one hundred and sixty-seven. The details of the cost furnished us are so unsatisfactory that we have omitted them entirely.

EQUIPMENT.

The total number of locomotives in use on the roads is 1,036. Of these 660 are more than thirty tons weight; 359 more than twenty tons and 17 less than twenty tons. The total number of cars in use is 31,584. Of these 578 are passenger cars, 275 express and baggage cars, 17,940 box freight cars, 2,512 stock cars, 7,693 platform cars, 561 conductors' way-cars, 1,682 other cars. The inter-State commerce is largely carried in the cars of other roads, as well as the cars of the various transportation lines. These supplement to a great degree the wants of business, where freight makes extraordinary demands of the roads. That there will be times when the roads are unable fully to meet the requirements of their customers, is to be expected. A sudden

advance of price will bring at once for shipment large amounts of produce that the roads could easily have handled, if brought in naturally and without this stimulus. Some of the roads have introduced very heavy machinery. Whether the superstructure will warrant the increased weight with the rate of speed now used, can only be determined by experience. From the earliest railroad operations in this country to the present time, there has been a constant tendency to over-tax the superstructure of our roads. The old strap rail, crude as it was, fitted reasonably well the light engines that ran over it; when the weight was increased, the iron T rail became a necessity, and was perfectly adapted to the weight of trains of that day. With the progress of rail freight transportation, the weight was again greatly increased, which, added to the rapid speed, made the iron unprofitable. The life of the best American iron in our trunk roads was but about a year. A substitute was again found in the steel rail, which was fully adapted to the machinery then in use. It is a serious question whether we are not now preparing to treat our steel rails as we did their predecessors. In England they are running over their steel rails with cars and engines but little heavier than in the days of Stephenson.

Money applied to reducing grades is always profitably expended. Increased weight of machinery may end in wearing out rails rapidly. Every railroad manager knows that the present rate of freight per ton per mile on the leading thoroughfares could never have been reduced had not steel taken the place of the iron rail. The capacity of carriage of cars has been increased from ten tons in 1869, to fifteen tons in 1879, without materially increasing the weight of the car, the only change being the enlargement of journals, with possibly a better arrangement of material suggested by experience, thus reducing the dead weight of every car load of freight.

Passenger trains might be run cheaper, if our people would be satisfied with the light and cheap cars, and indifferent accommodations on the roads in Europe. We are hauling too much weight of car to the passenger, to run this business economically.

TRAIN MILEAGE.

The total number of miles run by passenger trains....	6,971,372
The total number of miles run by freight trains.....	18,505,590
The total number of miles run by mixed trains.....	392,695
The total number of miles run by construction trains.	1,469,948
The total mileage.....	27,091,664
The total number of passengers carried.....	7,927,683
The number of passengers carried one mile.....	330,408,980
The total number of tons freight carried.....	8,553,311
The number of tons freight carried one mile....	2,790,826,910

TONNAGE CLASSIFIED.

The total tonnage of the roads is 8,950,881; of this the per centage is as follows:

Grain.....	31 per cent
Flour.....	4 per cent
Provisions.....	3 per cent
Animals.....	10 per cent
Other agricultural products.....	1 per cent
Lumber and forest products.....	15 per cent
Coal.....	11 per cent
Salt, lime and plaster.....	1 per cent
Iron and steel.....	3 per cent
Stone and brick.....	3 per cent
Manufactures.....	2 per cent
Merchandise and articles not enumerated....	16 per cent
	<hr/> 100

NET WEIGHT HAULED BY A TON WEIGHT OF LOCOMOTIVE.

The following roads reported the net amount of freight they are able to haul over their grades with an engine of given weight. This we regard as an important element in arriving at the cost of running freight trains:

NAMES OF RAILROADS	Weight of engine in tons.	Net freight car- ried.	Net freight per ton weight of locomotive.
Burlington, Cedar Rapids & Northern.....	30	180	6.00
Burlington & Southwestern.....	30	170	5.66
Central Iowa Railway.....	30	200	6.66
Chicago, Burlington & Quincy.....	36	180	5.00
Chicago, Clinton, Dubuque & Minnesota.....	33	570	17.27
Chicago, Milwaukee & St. Paul.....	30	180	6.00
Chicago & Northwestern (failure again to report).....	.....	.....	.....
Chicago, Rock Island & Pacific.....	35	180	5.14
Keokuk & Des Moines ..	32	220	6.90
Illinois Central.....	30	117	3.90
Kansas City, St. Joseph & Council Bluffs.....	32	400	12.50
Missouri, Iowa & Nebraska.....	33	240	7.28
Newton & Monroe.....	22	90	4.20
St. Louis, Ottumwa & Cedar Rapids.....	34	160	4.70
Sioux City & Pacific.....	28	360	12.86
Sioux City & Pembina.....	26	225	8.65
Crooked Creek.....	16¾	50	3.92
Des Moines & Minneapolis.....	14	100	7.14
Des Moines, Adel & Western.....	9	60	6.66
Waukon & Mississippi.....	14	100	7.14

The returns in the above table vary materially from those of last year. Our impression is that the present is more nearly correct. Some of the roads must have reported as net tonnage the weight of train. These tables were, to our mind, the strongest argument that could be adduced to prove that no inflexible tariff for freight could be adopted without working unequally and unjustly on the various lines. A road that can haul from twelve to fifteen tons net freight for every ton weight of locomotive, can do its work much cheaper than one that hauls five tons, which is about the average of the roads across the State. This subject was so interesting to us that we have followed it still further, and present in the following tables, made from profiles furnished by the companies, the amount and rate of grades of most of the Iowa roads. We regret that the balance were unable or unwilling to furnish the data for making the tables complete. The labor in making them was very considerable, but we regard them as valuable for all future time. Any changes of grade by either of the roads can be added to or subtracted from these tables and they can always be kept correct. We feel that in presenting so entirely satisfactory a guide for arriving at one element that so largely goes to make up the cost of transportation, that we have done the State some service, and that legislation will approach this branch of the question with as accurate and minute knowledge as any railroad officer can have. We have no data of the grades of the Iowa lines across Illinois, but think we are safe in assuming that thirty feet per mile is the maximum. If this be true, the roads can carry their freight much cheaper per ton per mile than over the grades of Iowa roads ranging from fifty-three to sixty-nine feet, as will be seen by the following tables:

TABLE II—CONTINUED.

NAME OF RAILROAD.	RATE OF ASCENT PER MILE IN FEET.														Total Miles.
	5 Feet.	10 Feet.	15 Feet.	20 Feet.	25 Feet.	30 Feet.	35 Feet.	40 Feet.	45 Feet.	50 Feet.	55 Feet.	60 Feet.	70 Feet.	Level.	
Sioux City & St. Paul.....	2.18	1.10	1.25	1.67	.76	1.31	.86	...	.53	...	...	...	...	18.96	57.0
Sioux City & Pacific	1.02	.19	2.09	...	...	.09	...	...	.47	...	...	...	...	46.78	76.0
.....	.19	1.36	2.90	1.89	4.18	.76	2.18	...	.98	10.10	2.91	...	...	23.97	98.0
.....	.80	2.48	1.02	1.67	2.19	.93	1.38	2.61	.45	.55	...	...	...	17.04	40.0
.....	.36	.19	1.10	1.18	3.22	1.67	4.11	...	...	...	...	...	...	41.23	68.0
.....	...	...	.57	1.13	1.40	1.70	...	...	1.13	.57	...	...	.57	...	9.0
.....	7.52	10.53	2.00	.56	.47	.11	...	1.04	...	...	...	...	...	139.6	28.0
.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8.0
.....	2.92	3.71	3.31	1.91	3.53	.74	1.56	1.17	.81	3.08	1.29	...	...	12.60	75.0
.....	.87	2.10	.85	1.19	.08	.89	...	...	...	...	...	...	...	...	43.6
.....	1.51	1.89	1.35	.61	1.40	.78	1.00	1.69	2.21	.65	7.78	5.19	...	17.14	71.7

T A B L E I I I .
GRADES ASCENDING WEST AND NORTH.

TOPOGRAPHICAL.

. The low water in the Mississippi river at Burlington, according to our best information is 486 feet above tide; at Davenport, 528; Clinton, 564; Dubuque, 597; McGregor, 618; or a fall in the river of 132 feet from McGregor to Burlington, a distance by river of about 230 miles, or a little more than six inches per mile.

The dividing ridge between the Mississippi and Missouri river as shown by the grade line on the C., B. & Q., at Creston, is 781 feet above low water at Burlington; on the Rock Island at Adair it is 869 feet above low water at Davenport; on the Northwestern at Arcadia it is 868 feet above the Clinton base; on the Illinois Central at Alta summit it is 924 feet above low water at Dubuque; on the Milwaukee & St. Paul Ruthven summit is 810 feet above low water at McGregor. The highest ground in the State crossed by this road is west of the main divide and between the Little Sioux and Floyd rivers, both tributaries of the Missouri. Its elevation is 937 feet, being 300 feet higher than grade at the Minnesota State Line on the Burlington & Cedar Rapids road. The elevation of the dividing ridge between the rivers ranges from 780 to 950 feet, or from 1,300 to 1,550 feet above tide, the rise on the ridge between the extreme points reached being 275 feet. The three lower of the five roads that crosses the State make the ascent gradually or by a series of rises to the summit or dividing ridge. The upper roads rise respectively 525 feet and 609 feet within twenty-three and fifteen miles of the river. The country then begins to descend, reaching points 200 to 300 feet lower, and does not again reach this elevation until near the Des Moines river. The following tables will be interesting to any one who wishes to study the topographical features of the State. A correct understanding of the character of the country and the grades of the roads is actually necessary to determine the value of haulage as compared with roads differently circumstanced.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

LIST OF ELEVATIONS IN MAIN LINE C., B. & Q. ROAD FROM BURLINGTON TO PACIFIC JUNCTION.	Above low water in Mississippi at Burlington.	
	Above tide.	
Low water in Mississippi river at Burlington.....	400	486
Grade at Burlington depot.....	22	508
Grade at Mount Pleasant depot.....	214	700
Grade at Skunk River depot.....	82	568
Grade at Fairfield depot.....	258	744
Grade at Agency depot.....	286	772
Grade at Ottumwa depot.....	123	609
Grade at Albia depot.....	438	924
Grade at Cedar Creek depot.....	272	758
Grade at Chariton depot.....	528	1008
Grade at White Breast depot.....	355	841
Grade at Creston summit between M. & M. rivers.....	781	1277
Grade at Villisca depot.....	514	1000
Grade at Summit, bet. Nodaway and Nishnabotna depot.....	747	1233
Grade at Red Oak depot.....	512	998
Grade at Summit between Nishnabotna and Keg Creek depot..	678	756
Grade at Pacific Junction depot.....	436	922

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

ELEVATIONS MAIN LINE C., R. I. & P—DAVENPORT TO COUNCIL BLUFFS.	Above the Mississippi river at Davenport.	
	Above tide.	
Low water in Mississippi at Davenport above line.....	.....	522
Grade at Davenport station.....	44	572
Grade at Cedar river crossing.....	99	635
Grade at summit between Cedar and Iowa rivers.....	185	721
Grade at Iowa City station.....	128	664
Grade at Homestead summit station.....	312	848
Grade at Marengo station.....	190	726
Grade at Grinnell station.....	467	1003
Grade at Kellogg station.....	296	832
Grade at Newton station.....	395	931
Elevation of grade at Mitchellville station.....	420	956
Elevation of grade at Des Moines station.....	255	791
Elevation of grade at Stuart station.....	652	1188
Elevation of grade at Adair summit station.....	869	1405
Elevation of grade at Top of cut.....	917	1453
Elevation of grade at Atlantic station.....	608	1144
Elevation of grade at Shelby station.....	748	1284
Elevation of grade at Council Bluffs station.....	460	996

CHICAGO & NORTHWESTERN RAILROAD.

ELEVATION OF MAIN LINE C. & N. W. R. R. FROM CLINTON TO COUNCIL BLUFFS.		
	Above Missis- sippi river at Clinton.	Above tide.
Elevation of grade at Clinton station.....	31	600
Elevation of grade at Mechanicsville summit.....	339	908
Elevation of grade at Cedar Rapids station.....	202	781
Elevation of grade at summit between Cedar and Iowa rivers.	332	901
Elevation of grade at Marshalltown station.....	315	884
Elevation of grade at State Center summit one mile west.....	551	1120
Elevation of grade at Des Moines river.....	326	835
Elevation of grade at Ogden station.....	548	1117
Elevation of grade at Arcadia, main summit.....	868	1437
Elevation of grade at Missouri Valley station.....	449	1018
Elevation of grade at Council Bluffs station.....	430	998

ILLINOIS CENTRAL RAILROAD.

MAIN LINE ILLINOIS CENTRAL RAILROAD—DUBUQUE TO SIOUX CITY.		
	Above Missis- sippi river at Dubuque.	Above tide.
Low water at Dubuque.....	00	597
Grade at Dubuque station.....	19	616
Grade at Farley station.....	525	1122
Grade at Dyersville station.....	335	932
Grade at Independence station.....	326	923
Grade at Waterloo station.....	267	844
Grade at Cedar Falls station.....	278	855
Grade at summit west of Cedar Falls.....	407	1004
Grade at New Hartford station.....	309	906
Grade at summit west of Ackley.....	602	1199
Grade at Iowa Falls station.....	520	1117
Grade at Judd station.....	526	1123
Grade at Fort Dodge station.....	437	1034
Grade at Storm Lake station.....	851	1448
Grade at Alta station.....	924	1521
Grade at Sioux City station.....	522	1119

MILWAUKEE & ST. PAUL RAILROAD.

MAIN LINE MILWAUKEE & ST. PAUL R. R. FROM M'GREGOR TO THE CROSSING OF THE BIG SIOUX RIVER.		
	Above Missis- sippi river at McGregor.	Above tide.
Low water in Mississippi river at North McGregor.....	00	618
Grade at station North McGregor.....	13	631
Grade at Beulah Junction station.....	324	942
Grade at Monona station.....	609	1227
Grade at Calmar station.....	652	1270
Grade at Fort Atkinson station.....	401	1019
Grade at summit west of Charles City.....	517	1135
Grade at Cedar River crossing.....	392	1010
Grade at Clear Lake station.....	625	1243
Grade at Algona station.....	575	1193
Grade at crossing of East fork Des Moines.....	500	1118
Grade at Emmettsburgh station.....	613	1231
Grade at crossing of west fork of Des Moines.....	590	1208
Grade at Ruthven summit.....	810	1428
Grade at Spencer station.....	696	1314
Grade at Little Sioux crossing.....	699	1317
Grade at Summit, east of Sanborn.....	937	1555
Grade at Floyd river.....	810	1428
Grade at summit, west of Pattersonville.....	838	1456
Grade at Rock river.....	624	1242
Grade at summit west of Rock river.....	849	1471
Grade at Big Sioux River crossing.....	626	1244

CENTRAL RAILROAD OF IOWA.

ELEVATIONS CENTRAL IOWA ROAD—ALBIA TO NORTHWOOD.		
	Above low wat'r in Mississippi at Burlington.	Above tide.
Grade at Albia.....	438	924
Grade at Des Moines River Crossing, Eddyville.....	157	643
Grade at Oskaloosa summit.....	324	810
Grade at South Skunk.....	187	673
Grade at Grinnell station.....	492	1008
Grade at Marshalltown station.....	315	884
Grade at Geneva station.....	650	1156
Grade at Mason City station.....	612	1098
Grade at Northwood station.....	734	1220

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILROAD.

MAIN LINE ELEVATIONS—BURLINGTON, CEDAR RAPIDS & NORTHERN ROAD FROM BURLINGTON TO MINNESOTA LINE.	Above Missis- sippi river at Burlington.	Above tide.
Grade at Burlington station.....	15	501
Grade at Kossuth station.....	256	742
Grade at Wapello station.....	66	552
Grade at Iowa River crossing.....	78	564
Grade at summit between Cedar and Iowa rivers.....	306	792
Grade at Cedar River crossing.....	201	687
Grade at Cedar Rapids station.....	212	698
Grade at Vinton station.....	302	788
Grade at Waterloo station.....	359	845
Grade at Cedar Falls station.....	369	855
Grade at Greene station.....	469	955
Grade at Nora Junction station.....	569	1055
Grade at Manley Junction station.....	709	1195
Grade at Northwood station.....	734	1220
Grade at State Line.....	734	1220

The foregoing tables would indicate that the supremacy of the Iowa lines in the traffic from the east to the west is by no means firmly established, and if it is maintained it will be in spite of the natural gradients. We are clearly of the opinion that it is the interest of the State of Iowa to retain for her roads the trans-continental trade, as well as that of the States and Territories west of it. This should not, however, be done at a loss, and Iowa products required to pay more than their due proportion. Our business can be done economically, and at a reasonable cost, provided our roads are employed at remunerative rates to within a fair per cent of their capabilities, and it seems to us the part of true policy to aid them in the development of business at home and elsewhere.

The railroad interest requires the nurturing care of encouraging as well as restrictive legislation. We do not believe that there is any hostility or natural antagonism between the great agricultural interests of the State and the carrier or transportation lines. The former are entitled to reasonable rates; the latter should expect nothing more. An intelligent knowledge of the elements that make up the cost of doing the work would seem to be all that was necessary to arrive at correct and satisfactory results.

ACCIDENTS TO PERSONS.

During the year two passengers are reported killed, both from their

own misconduct; eleven employes killed from causes beyond their control, thirty-one from their own misconduct, seven others at highway crossings and stations, nine stealing rides, and twenty-four trespassing on track; or a total killed of eighty-four persons. There are reported injured, one passenger from causes beyond his control, eleven from their own misconduct; employes, from causes beyond their control, thirty-six; from their own misconduct, sixty-seven; at stations and highway crossings, eleven; stealing rides, five; trespassing on track, twenty-three; or a total injured of one hundred and fifty-four.

Accidents resulting, as this year, in death to twenty-four and injury to twenty-three persons walking on railroad tracks seem to be on the increase. The public has learned by long use to regard the tracks as a sort of highway, on which it has a joint occupancy with the trains, and until it shall be recognized as fully a trespass to use railroads for foot travel as any other private property these accidents will continue. In the nature of things there can be no joint occupancy; the roads must have the sole use of their tracks. A law relieving railroad companies from all responsibility for accidents of this kind, thoroughly posted, might save many lives. At stations grade crossings for foot or wagon passage should be avoided wherever practicable, as they are always attended with danger.

LAND GRANTS.

The Chicago, Burlington & Quincy road has received from land grant.....	360,072.96 acres.
June 30, 1878, had sold	321,106.19 acres.
Amount sold and contracted to June 30, 1879.	319,973.63 acres.
The gross amount received from sales, contracts, etc., June 30, 1878	\$ 2,175,313.10
The gross amount received from sales, contracts, etc., June 30, 1879	2,425,203.14
The company has paid in taxes on the lands	170,885.23
The company has expended in management and sale	427,978.62

CHICAGO, MILWAUKEE & ST. PAUL.

The company has received from grant	2,816.29 acres.
The lands to inure from undisputed grant	185,462.17 acres.
Lands in the overlapping grants claimed by the Sioux City & St. Paul.....	90,000.00 acres.

CHICAGO, ROCK ISLAND & PACIFIC.

Number of acres received from grant.....	550,193.51
Number of acres sold.....	272,233.38
Amount received from sales, including bills receivable...\$	2,100,371.00
Taxes paid	498,193.29
Expenses in sale and management of lands (extended)....	152,551.41

SIOUX CITY & ST. PAUL.

The number of acres received from grant.....	320,002.64
The number of acres sold.....	132,115.83
The number of acres claimed as overlapping grant with Milwaukee & St. Paul	87,164.54
Amount received from lands sold.....\$	728,427.58
Outstanding contracts.....	13,620.95
The gross amount received from sales and contracts	742,148.58

There is no material change in the reports of the other companies from last year.

Since our last report was made, the tendency toward consolidation or leasing the various lines of road that may have served as competitors or feeders, has increased more rapidly than we then anticipated. The Chicago, Rock Island & Pacific Railroad Company control by a long lease the Keokuk & Des Moines road, a distance of one hundred and sixty-two miles; and also reports to us that on the 30th day of September, 1879, it leased the Burlington, Cedar Rapids & Northern Railroad, with all its branches and proprietary roads. This lease expires in June, 1880, if not ratified by the vote of a majority in amount of the stock of each company. If ratified the terms will be in perpetuity. The road leased is now operating four hundred and twenty-three miles in Iowa, and twelve and one-half in Minnesota. The Iowa City & Western, one of its proprietary roads, now being constructed, will add to this, when completed to What Cheer, about sixty miles.

The Chicago & Northwestern has leased the Des Moines & Minneapolis, fifty-eight miles, and is, we learn, negotiating for the Toledo & Northwestern. The Chicago, Milwaukee & St. Paul has leased the Davenport & Northwestern in addition to the roads reported last year, which adds one hundred and sixty miles to its Iowa lines. The Chicago, Burlington & Quincy road is extending its lines into new territory. On the leases given above—

The Rock Island road controls in Iowa.....	1,244 miles.
The C., B. & Q. road controls in Iowa	577 miles.
The C. & N. W. road controls in Iowa.....	564 miles.
The C., M. & St. P. road controls in Iowa... ..	645 miles.

These four main lines own or control more than three thousand miles of road in the State, and in all probability the time is not far distant when they will have the balance except those lines that may be reached by the Wabash combination. For all practical purposes this result may be regarded as inevitable. No legislation can prevent this result. While you may legislate against leases, you cannot say that

the same parties may not own two or more roads. As corporations they may be separate, but if desirable there is no means of preventing an unity of interest. It is even doubtful whether it would be to our interest to do so if we could prevent it. The Iowa roads can be worked more economically in connection and consolidation with the Illinois and Wisconsin lines than either or both could be separately. A casual examination of the workings of the roads proves this. The Chicago, Rock Island & Pacific road, for the year 1869-70, reported that the average earnings from freight were three cents per ton per mile; for the year ending June 30, 1879, the report to us gives an average of one and forty-three hundredths cents per ton per mile, and a reduction of fourteen-hundredths of one cent since the report of the year ending June 30, 1878, a decrease of fifty-two per cent on the average rates of 1869 and 1870, and a decrease of nine per cent during the last year. From the report of the president of the road to the stockholders we learn that "the operations of the years 1878 and 1879 have resulted in the largest net earnings ever reported by the company." This is probably true of all trunk lines. This can only be produced by one course—large tonnage carried a long distance: Perhaps we should add here that the general decline of prices, wages, and everything that goes to make up the cost of haulage, figures in this result, but bears no proportion to the extent of the decline.

The local tonnage is claimed by the officers of the trunk roads to be but fifteen per cent of the total. the through (and we here use the term through freight to include that between all Iowa points and Chicago), is eighty-five per cent of the amount carried. If this percentage continues, our legislation can only reach fifteen per cent of the tonnage of the through lines. we having no legislative control of the inter-state business. It is possible that by the exercise of our legislative powers we may be enabled to divert a portion of our products south, or from the Mississippi river east by other routes than Chicago, incidentally benefiting the river towns. The Mississippi river has ceased to be a factor in the transportation of the products of Iowa. Whether a railroad completed along the river without grades and capable of handling large trains with a minimum of power and cost, consolidated in one interest, could be made available to turn our commercial route from the East to the South, is a problem that may be solved in the future to our advantage. We do not believe that the river will ever be able to accomplish this. We regard it as unwise and unnecessary to interfere with the course and laws of trade, unless we as a peo-

ple are gainers thereby. With the principles of legislative control fully established, and sustained by all the courts, we entertain for the State at large little fear from the consolidation of railroad interests. Individual and local wrongs may and must occur, but the products of the State would generally be handled cheaper with every increased distance and increase of business where the bulk was unbroken.

If our trunk lines were consolidated with the roads leading to the seaboard cities of Boston, New York, Philadelphia, and Baltimore, our grain and produce if moved by rail, might without immediate break of bulk, be placed on board of vessels, saving to the farmers of Iowa, storing and handling charges in Chicago and at terminal points. London is the market of the world; it fixes the prices of all our agricultural products, whether shipped there or sold at home, and our efforts should be to reduce the transportation rates between the producer and the final market to the lowest practical amount. The product of an acre of land in Iowa, if shipped abroad, is equally valuable with that of an acre of land cultivated with the same crop within fifty miles of London, except the difference in cost of transportation. If one carrier who owns the railroad and the steamship can take our surplus here and deliver it there, without the intervention of storage, commissions and re-handling, without the selling, buying and speculation at the grain centres of the country, then the Iowa farmer gets for his crop the same the English farmer does, less the minimum charges of long unbroken carriage.

While on this subject, it may be well to discuss the remedy that to the superficial observer seems to be the panacea for all ills, that is, the adoption of a *pro rata* rate per mile for all distances. In the report of the Commissioners which accompanied the decision in the case of the Keokuk & Des Moines *vs.* The Des Moines & Fort Dodge road, they say: "From the evidence and the nature of the business it is clear that the Rock Island company were paying a liberal price and a large bounty over a *pro rata* for the business furnished them at Des Moines. This is legitimate. Branch roads of this character could not be maintained on purely local rates, and it is right that they should be liberally compensated for gathering up and delivering in car loads to the trunk lines." It is difficult even for the most skillful expert to determine the difference in cost per ton per mile between long and short distances, as there are so many elements that enter into it. No railroad company can afford when there is a demand for them to have their cars used for storage, nor can they have them

stand idle—their value is in their constant use. It takes as long to load and unload a car whose freight is carried twenty-five miles, as if carried five hundred, and except the actual cost of power used, track and train service and time consumed, there is really no difference in the cost. No rate that can ever be obtained will make short haulage very profitable, for when the service is completed the amount received is small, and there seems to be justice in the position taken by the trunk lines that they should not be compelled to gather up the freight in small lots, getting a short haulage over their heavy grades and parts of their roads that were expensive to operate, and when they reached the part of the route on which carriage was profitable, turn the freight over to rival companies. At every point on the Mississippi river they meet strong competition for carriage over the low grades of Illinois. We have stated before that the local business is but fifteen per cent of the entire amount, and the roads claim that the concessions, about fifteen per cent, made in the last year to eighty-five per cent of their business, should justify them in charging simply a remunerative rate on short distances, when the sole result of a less rate would be to divert from them what they had gathered up.

It is not generally known that the Iowa tariff of rates is lower than the Illinois or the inter-State as adopted by the Iowa roads. We introduce this fact to show that the theory of remunerative rates on short distances is recognized in the State that has the most railroad competition of any in the Union. It is a practice as old as railroad operations that the carrier over a long route shall pay a bonus in addition to a *pro rata* rate for all freight furnished. The business principle that underlies this is too plain to need further elucidation; this kept in view will explain many things that have looked like discrimination from an isolated standpoint.

There is no State that can as ill afford the system of prorating per mile as Iowa. Kansas and Nebraska are further from the seaboard, but they have a limited market for their products in the mining regions west of them, and hence that advantage. In the States of New York, Pennsylvania, Delaware and Maryland, the farmer can urge with some show of reason that the value of his lands has been reduced by the cheap through rates to the west, and may insist that his freight shall be carried *pro rata* with the through freight. The English farmer complains that by reason of cheap through transportation, the products of the Mississippi valley have driven him out of his own market, and demands for his protection the re-enactment of the corn laws and the reduction

of rents. There is no subject in England to-day that so seriously affects the public mind as this. The same thing is true of our Eastern States. The value of farms has been reduced in ten years about fifty per cent, or has followed the reduction of rates in our through transportation lines, the percentage being about the same. That these people should demand pro rata rates that would give their property a value in proportion to its nearness to market, is certainly natural and to be looked for in their legislation, but for the people of Iowa, a State that but for its railroads would to-day have been settled but little more than along its rivers, to demand and require the principle of prorating per mile for all distances, seems to us suicidal. Followed as naturally might be expected by the States east of us, we soon would have demonstrated that what was a low rate within one hundred miles of New York, Philadelphia or Baltimore, pro rata to the capital of Iowa, would be more in value per hundred pounds than any cereal that we can raise on our soil. We have treated this question from purely an agricultural standpoint, eighty-three per cent of the transportation reported to us being agricultural products or pertaining to them.

We have stated before that we believe the consolidation of the lines of Iowa into four great corporations inevitable, and, on the whole desirable. We are aware that this position meets the prejudices against large monopolies that are engrafted into our entire views of public policy, prejudices that have existed since the foundation of corporations, and many of them the results of injustice from the exercise of uncontrolled corporate power. The decisions of the courts with regard to the power of the State to control corporations are not only right but essential to the best interests of the corporations themselves. The public must employ the carrier—it has no other resource—and it has a right to demand of him that his work shall be done at fair rates, and that discriminations shall not be made. So long as it has the power to investigate and correct evils of this class, it is less jealous than without that power. The roads should always be able to demonstrate that their treatment of the public is just. A late writer in the *North American Review* suggests that the roads may be compelled to call on legislatures to protect themselves from their fierce competitions with each other. While taking advantage of these contests the public recognizes the wrong done by unfair and irregular dealings with its large interests. The country is best served by regular and moderate

rates, always reliable, and conducted on business principles. Integrity of purpose should control these great corporations in their dealings with each other and the public, and all patrons of the roads should be treated alike under similar circumstances. No legitimate interest can be advanced by carrying at a loss one week and charging enormous rates the next. In the contests that may yet come between capital and labor in the not very distant future, the roads need the protection of public sentiment; this they can have in a greater degree when regulated, controlled and protected by the State.

By reference to table fourteen it will be seen that in every instance but one, the lowest average rates of transportation are on lines that have consolidated with roads outside the State, and control most roads in the State. The exception should not figure (the Saint Louis, Ottumwa & Cedar Rapids road) as it costs twenty-eight per cent more to operate than its entire earnings. No road can be very useful to the public in whose business there is not some element of profit.

The trunk lines for the last year have been reasonably profitable; whether they can carry the business of the smaller lines that they are absorbing and maintain this condition, is a question. We do not believe the interests of the State at large will be injured by it; localities may.

Chicago has long been the Iowa market, and with the facilities it has, it will not readily relinquish our trade, and all that we can ask is, that it have no advantage over other competitors.

The great Lakes and the Erie canal have always demanded and received their share of the transportation of the products of the western States, and we do not expect that the time will ever come when either of them will be eliminated from the problem of freight carriage. The railroads will always find in the former a most perfect natural competition, and in the latter a very perfect artificial one, no combination of corporations can ever deprive the people of the west of the facilities they afford. That the railroads have been able to successfully compete with these great natural routes is not due to the fact that they can do their work as cheap, but that they can do it quicker. Time enters so largely into our modern plans that it overbalances cost. The routes by the Lakes and Canal will always keep transportation charges down. This route is not available on an average of seasons for more than eight months in the year.

THE COMMISSIONER SYSTEM CONSIDERED.

In the first annual report of this Board, made in 1878, the Commissioners devoted some space to a discussion of the Railroad Commissioner system. It was a new departure in railroad control in this State, and although it had been adopted by a large number of the more progressive States, in some of which it had been on trial for eight to ten years, and had been in operation in England and all the more enlightened States of Europe for many years, with the people of Iowa it was an experiment. There were many reasons justifying the attention then given to it, and the past two years' experience certainly has not diminished their number or weight. Among these reasons were the obvious interest felt in the general subject of railroad regulation among all classes and a desire to arrive at the best method, the considerable dissatisfaction with the crude, inelastic and oppressive act of 1874, which proved to be so injurious to sundry interests and localities that some of the railroad companies refused to avail themselves of the high rates prescribed therein for long local hauls. Another was the experience of many States that had adopted the tariff system during the past few years, and which had been found so partial and defective as to be no longer satisfactory. The first year's experience under the new system proved that it was far more acceptable and equitable to the general interests than that which it superceded. These general considerations, taken together, make up what seems to us to be the best average judgment of the people, and to our minds are quite conclusive of the question. This conclusion gathers additional force from several facts of detail, which may be referred to in brief. One of these is the minimum of friction between railroads and patrons, as demonstrated by the diminishing number of complaints made by shippers and people generally, a fact clearly indicating a fixed purpose on the part of the railroads to voluntarily adjust rates and accommodations to the needs and rational expectations of the public.

Before this system was enacted suits at law were the sole remedy for unjust charges upon shippers. These suits, conducted at vast expense in the aggregate, were the source alike of exasperating delays and serious annoyance to both complainants and defendants. Oftener than otherwise these suits were contested through all the grades of our courts, and when at last the end was reached, it was an end of each several case only, others of like character and involving like principles following upon its heels. It might be an interesting, as it certainly

would be a startling exhibit, could the aggregate annual expenditure from both public treasury and private purse, on account of these suits, be spread before the public. To the Commissioners any and all persons aggrieved apply for redress, no matter how small the amount involved, confident of prompt hearing and without expense to themselves. The Commissioners are a court of arbitration, its expenses being borne by assessments upon the railroads. Not one suit at law, arising from alleged unjust or discriminative charges, so far as the Commissioners have knowledge, has been prosecuted against any railroad company in Iowa since the Commissioner system was adopted. All grievances of this character have been preferred to this Board, and by it investigated and adjudged, the result in every case, with perhaps a single exception, being accepted as final. Moreover, the Commissioners are not aware of an instance where any railroad company has persisted in charges that have been complained of after such rates have been held to be unjust or discriminative by the Board. The peculiar significance of this comparison between the present system and those which preceded it as to the points of difference here noted, can not fail to mark the Commissioner law as an important improvement in the regulation of railroads. It seems to vastly simplify the relations between the railroads and the public, and to cheapen the cost of adjusting whatever differences or grievances may from time to time be complained of. It is not claimed to be perfect; there is no general system, there can be no general system, of regulative control that can be of equal satisfaction and value to all the varied interests existing in so large a State as ours, but that no other method of regulation so fully meets all these diversified and important interests on the common grounds of equity there can be but little question.

As bearing upon the importance, economy, efficiency and value of the Commissioner system, in comparison with others yet tried, the subjoined letter of Hon. Chas. F. Adams, Jr., chairman of the Board of Railroad Commissioners of Massachusetts, will be read with interest. Last winter the legislature of that State was confronted with a proposition to reduce the number of the Board, or to consolidate the Commission with other existing commissions or officers, and to consolidate the offices of clerk and accountant of the Board, which are provided by the law of Massachusetts. The railroad committee of the House addressed a letter to Mr. Chairman Adams asking his views upon these propositions, to which he replied at considerable length. As the letter of inquiry invited Mr. Adams to furnish "any other facts or opinions

in reference to the general subject" that might occur to him, he responded in interesting detail. The opinions of Mr. Adams, it will not be denied, possess a weight second to those of no other man in the United States, as he is conceded to be the best informed gentleman on questions of railroad regulation and the methods therefor in the country. Peculiar confidence may be reposed in his opinions on account of his declared purpose to retire from the Massachusetts Board of Commissioners as soon as the work then on hand [February 20, 1879] should be completed:

LETTER OF THE HOUSE COMMITTEE.

HOUSE OF REPRESENTATIVES,
BOSTON, February 11, 1879. }

MY DEAR SIR—The Committee on Railroads desire that, if it is agreeable to you, you would express to them in writing your views with reference to a reorganization of the Board of Railroad Commissioners. First, as to whether the number could be reduced with advantage. Secondly, whether the offices of clerk and accountant could be consolidated, or if any change should be made in the salary of either of those officials. Thirdly, whether the Railroad Commission could, with advantage, be consolidated with any other commission or commissions, and any other facts or opinions in reference to the general subject that may occur to you.

* * * * *

Very truly yours,

CHAS. S. OSGOOD.

Hon. CHAS. F. ADAMS, *Chairman Railroad Commissioners, Boston.*

REPLY BY MR. ADAMS.

BOARD OF RAILROAD COMMISSIONERS,
BOSTON, February 20, 1879. }

CHARLES S. OSGOOD, ESQ., *Chairman Committee on Railroads:*

DEAR SIR—I have to acknowledge the receipt of your favor of the 11th inst., relating to a reorganization of the Board of Railroad Commissioners, and requesting me to give the Committee my views generally in relation to that Board, the number of its members, their duties, compensation, etc. I do this with the more freedom, as, for reasons already known to the Committee, the matter is one in which I do not feel that I have any longer a personal interest. My connection with the Board is practically over. I do not propose to remain a member of it longer than is absolutely necessary for me to complete the work it now has on hand, growing out of the national convention of railroad commissioners recently held. This cannot occupy more than a year or eighteen months at most. So far as I am concerned, therefore, no action that the present Legislature can take will more than hasten a result which I am myself very anxious to bring very speedily about.

As the gentlemen of the Committee are aware, I have been a member of the Board ever since its original organization—ten years ago in June next. I am, therefore, quite fully acquainted with the policy which has been pursued in developing its work, and have very distinct ideas as to the course which should be pursued by those who may compose it in the future. In

the first place, I wish to say that, whether owing to the fact that the Commissioners have not hitherto sought to bring what they were doing into constant publicity or other causes, there seems to be a quite general misconception as to the duties devolved on the Board, and the work done by it. As the nature and extent of those duties directly affect the answers to the more important inquiries contained in your letter, I shall, in the first place, refer to them.

These duties are of three general descriptions—*first*, those of a supervisory character as respects the railroads themselves; *secondly*, those which are both supervisory and judicial as between the railroads and the public; and *third*, judicial duties as between the different railroad corporations.

The supervisory duties include the care of accounts, and responsibility for returns—in regard to which, under the act of 1876 (chapter 185), the powers of the Board are of the largest character—the examination each year of tracks, bridges, and appliances, and the investigation into accidents.

The supervisory and judicial duties, so far as the public is concerned, are most extensive, but undefined. They include the investigation on the spot into any and every complaint which may reach the Board in regard to the methods in which the railroads are operated, whether as affecting individuals or communities. They include, also, a jurisdiction over highway grade-crossings, the re-location of stations, and all the duties connected with the forming of railroad corporations, and their compliance, during the construction of their roads, with the requirements of law. The whole general railroad legislation of the last ten years is, in fact, built upon this Board as a foundation.

As between the railroad corporations themselves, the jurisdiction of the Board is both large and final. From it there is, practically, no appeal. All questions concerning joint business between connecting roads come before the Commissioners as arbitrators. They alone can authorize grade-crossings. Under various special acts, also, they are called upon to establish rights, and to apportion heavy expenditures.

It should not be necessary for me to observe that a proper performance of these duties must, under any circumstances, occupy a great deal of time, and require certain peculiar qualifications. Not only is a good deal both of knowledge and of firmness necessary, but not seldom the questions at issue involve heavy outlays or a division of profits which directly affect the whole value of railroad properties. In one case, for instance, payments amounting to some \$60,000 per annum had to be apportioned arbitrarily; in another a decision one way or another involved an outlay of some \$600,000; and, in yet other cases, the whole profit on the business of corporations has been concerned. Neither in any of these cases, or in other similar cases which have come before them, were the Commissioners under any obligation to state reasons for the conclusions they arrived at. In almost every case they have disposed of also, at least of late years, their awards have, I believe, been sustained, and generally proved satisfactory to the parties.

I desire also to say that it is an entire mistake to suppose that the duties of the Board are diminishing as its work becomes systematized; on the contrary, not only are new duties of detail each year imposed on it by the Legislature, but the questions submitted for its action become more numerous and more important as it acquires in a greater degree the confidence of the public and the corporations. Indeed, never before have so many or so important questions required its attention as during the last year. This will be apparent from the examination of its annual report, now in the hands of the State printers.

Among the duties of the Commissioners, by far the most difficult and delicate are those which arise out of its supervisory functions over questions between the railroad corporations and the community. Its jurisdiction in this respect is, I believe, peculiar to itself. It is compelled to receive all complaints against the railroads of the State, no matter how they may reach it, or to what they may relate, or whether coming from communities or individuals, and to investigate and find some remedy for them. In doing this, the Commissioners have no power except to recommend and report. Their only appeal is to publicity. The Board is at once prosecuting officer, judge and jury, but

with no sheriff to enforce its process. The method of railroad supervision is peculiar to Massachusetts; but I do not hesitate to say that I believe *it is the best and most effective method which has ever been devised—the best for the community, and the best for the corporations.* It needs, I am confident, but to be developed and understood to be universally adopted. In dealing with railroads, as between railroads and individuals, it is futile to talk about laws, declaratory and penal, and the usual process of the courts. Except in extraordinary cases, the remedy through this process is too slow and too expensive, while the power and wealth of the corporations, as compared with individuals, is too great. It is altogether different in proceedings before this Commission. There are here no technicalities, or forms of procedure. The investigation takes place at once and upon the spot, and a conclusion is reached with no unnecessary delay. That conclusion cannot be enforced in law, and carries weight only in proportion to the reasons adduced in its support; but in practical experience the recommendations of the Board have almost never been disregarded. It is true they have sometimes been complied with under protest, and with the utmost reluctance; but they have almost invariably been complied with. First and last they have covered all sorts of questions, from the putting on of a system of trains to the adoption of some improved appliance of safety—questions which could hardly have been reached in any other way. Statements of these will be found accompanying our reports during the ten years they have been issued; but only the more difficult are there given. The many other and similar cases settled by private conference are nowhere recorded.

I am very confident that this principle of public supervision might be developed so as to work a complete solution of the railroad problem as it presents itself in this country. To do this, however, it must be developed by men who are not only thoroughly competent, but who enjoy the confidence both of the community and of the corporations. If they have not this, they are powerless; *if they have it, there is nothing they cannot bring about, no abuse they cannot correct.*

Having said this much, I need not add that it is perfectly useless to expect this Board to develop into what it might be, and what it must be if it is to be of any use at all, unless it is composed of men very carefully selected for the position. They have nothing outside of themselves to sustain them. If the Board is to consist of men of detail, or clerks, or professional office-seekers, or politicians, it may as well—in fact, had much better—be abolished at once. Like other similar boards constituted elsewhere, it will speedily fall into contempt and be swept away. Its incompetence could not long be concealed, and neither the corporations nor the public would tolerate it.

Whether, under certain conditions, the number of its members could not be reduced without impairing its efficiency, I am not clear. As public boards go, however, I do not see how it could. It was originally organized to consist of one engineer, one representative of the active business interests of the community, and one person of legal training to act as its mouthpiece, and to attend to its legislative duties. This organization has been steadily continued to the present time, and seems to me wise, and to have in it nothing superfluous. In the first place, an engineer is absolutely essential. If the Board did not contain one, it would have to employ one. His services are in constant requisition. In the second place, some well informed and largely acquainted representative of business circles is very necessary to enable the Board to accomplish desired results. As a matter of fact, these results have usually, in the past, been brought about through directly dealing with presidents, members of boards of direction, and influential men of business. They are so being brought about to-day. If the Committee will imagine a similar Board elsewhere—in New York, for instance—they will at once see why this is necessarily the case. The matters coming before it are not mere questions of law and of fact; they involve many practical considerations; and, to deal with these successfully, it is, above all, necessary to know whom to apply to, and how to reach them. This will always continue to be the case; and, so long as it is so, the aid of some capable business man will be essential. As to the legal adviser and general mouthpiece, the commission could not get along at all without one. He practically gives the shape to everything it does. Where, as in this case, a Board depends for its power almost exclu-

sively on the way it is able to present facts to the public, it can accomplish nothing unless it contains some one specially trained to do this effectively and understandingly. I am, therefore, wholly unable to see how the Board could be reduced in numbers without impairing its efficiency, unless some universally accomplished man could be found to perform all its duties; and his talents would undoubtedly command in the market about five times as much as the State would be willing to pay him.

As respects the Commission itself, I regard it as still an experiment. It has not yet, I very readily agree, reached a point at which it can be spoken of as an assured success. As an experiment, however, it is the one single thing of the kind which holds out any promise of a rational solution of the railroad problem. On this point, which I now feel at perfect liberty to discuss, permit me to say *there is hardly room for two opinions*. The idea as respects railroads which this Board originated and now represents—the supervisory regulation through publicity and intelligent discussion—has just begun to be developed. I feel quite confident I could produce whatever amount of evidence the Committee might desire, that, so far as it has gone, it is regarded as, in its sphere, the most hopeful indication of the time. That the more prominent railroad specialists so regard it, they will themselves say, if the Committee desire to hear them. That the experiment should not, therefore, now be abandoned, or its success jeopardized, is, I submit, a matter of more than local importance.

If it is asked what practical results the Board can point to in justification of its existence, I would refer to its record as contained in the annual reports it has submitted, which, in the country at large, and especially among the more intelligent men connected with the management of railroads, have not been thought devoid of value. More than this, I would call your notice to the present condition of the railroad interests of the Commonwealth. I entirely concur in the opinion expressed in the annual report of the Board just submitted, “that there is to-day no portion of the industrial machinery “of Massachusetts, which, upon the whole, is conducted under a stronger “sense of responsibility to the public, or with so great freedom from abuses “in the conduct of its business, or with so anxious a desire to give reasonable “satisfaction, as the railroad system of the State” (p. 30). The opinion here expressed may excite surprise, and the fact is certainly not generally appreciated; but a more careful inquiry would, I think, satisfy any unprejudiced man of its truth. The railroad corporations have borne their full share of the losses and reductions of the last five years, as is made apparent in the report I have just referred to. Their income has fallen off seventeen per cent (p. 4); their rates have been reduced, on an average, sixteen per cent (p. 17). Yet, comparing this interest with other great interests, its recent record has shown nothing like the irregularities in the cotton manufacturing interest as developed in the Fall river exposures, nothing like the embarrassments of the banking interest as evidenced in the stay-law of 1878, no hardship to its employes such as led to the troubles in the leather interest and the strikes at Lynn and elsewhere. It would be absurd in me to claim that this marked improvement in the tone and character of the railroad management is wholly, or even in greater part, due to the existence and influence of the Board of Railroad Commissioners during the years in which it has taken place. I do, however, believe that to the Board belongs some, and no small portion, of the credit of this change; and that, because of this Board, the relations of its railroad corporations with the people of Massachusetts are to-day, whether they realize it or not, more satisfactory than are the similar relations in any other portion of the United States. I also claim, without any hesitation, that, through the careful oversight of this Board, the general railroad legislation of Massachusetts is at this time more complete, more intelligible and far more systematic, than any of any other State.

Passing from these general and preliminary considerations—very necessary, however, to any correct understanding of this matter—I come now to what is, after all, the main point at issue: I mean the compensation to be paid to the Commissioners—the matter of salaries. I am wholly unable to see how the services of men competent to do the very peculiar work I have described, and to yet further develop it, as it has to be developed unless it is to end in failure, can be secured and retained, unless a suitable compensation is pro-

vided for them. Certainly no private enterprise would dream of securing such service in any other way. The railroad corporations in the management of their own affairs understand this perfectly well. To the arbitrators of their own selection they pay salaries more than twice those now paid to the members of this Board; indeed, the present salaries of the Commissioners are of the third class as compared with those paid to railroad officials, ranking with freight agents and the like, below those of superintendents, and less than half those of presidents. But it is with presidents and boards of direction that the Railroad Commissioners have to deal, and to deal habitually. Only in dealing with them, and as equals at that, can they hope to produce any considerable results. I respectfully submit that it is not reason or common sense to expect these men to give any great weight to the recommendations as public officials of those whose services they would not care to secure as remote subordinates, if, indeed, they had not already declined them.

Going yet a step further, I do not, in the position I now find myself, hesitate to say, that, to my knowledge, the usefulness of the Board has heretofore been greatly, and I fear permanently, impaired by the smallness of the salaries paid to its members, which could not, and did not, in competition with the corporations, command the services of suitable men possessing no private means. In my opinion it is futile to hope that any smaller salaries will be able to command such men in the future. I do not believe this Commission, or any other like it, can be made a permanent success on such a basis. In the long run it will only command whatever material the corporations do not care to take—their leavings in a word. This will not and cannot do the required work. And then, again, it will be argued that the thing is a failure, and the work cannot be done. This is not so; but I see no very good reason why any competent man should sacrifice the material success of his whole life in order that he may have the pleasure of serving the public at less than half what he can readily command elsewhere.

Taking these facts into account, considering the nature, importance and amount of the work to be done, the interests involved in the decisions, from which there is no appeal, the qualities and training necessary for the proper performance of their duties, and the position the Commissioners must occupy to give any value to their conclusions—standing as they do between the community and their richest and most powerful corporations—taking all these things into consideration, I submit that the members of this Board should in all respects be placed on an equality with the judges of the Superior Court. And let me here call your attention to the fact that this was exactly the plan upon which the Board was originally created. It was to rank with the Superior Court, and the salaries of its members were almost exactly the same as those of the judges of that court. They so remained until 1872, when the latter were increased to what they now are, the former remaining at their original amount. Thus the original idea was departed from and has never been returned to. A reduction here will, therefore, not be a return to a former standard, for the first standard was never changed; but it will be a reduction made where there never was an increase.

It only remains to refer to the suggestion of some possible reduction in the clerical force of the Commission, including its Examiner of Accounts. If the business of the Board could be equally distributed throughout the year, week in and week out, I think it very probable that one competent man, working full business hours, could, with occasional assistance, do all its clerical work. This, however, is not, and never will be, the case. The work of the Board is unequal; during the summer it is light; but during the autumn and winter it is so considerable that, even with the present force, it is usually in arrears. So far as the Examiner of Accounts is concerned, his services are indispensable. He must be an expert in his business, and upon him the whole value of the returns published by the Board depends. A mere ordinary accountant cannot do the work, and no dependence whatever can be placed on his examinations. Before the present Examiner was employed the returns of its railroad corporations published by this State were merely deceptive. They are now extremely valuable, and annually becoming more so. They contain all the information anywhere accessible in regard to the management of more than \$175,000,000 of property, and the annual levy

and expenditure of over \$30,000,000. To practically abandon all effort to supervise and make honest and intelligible the handling of these vast sums, in order to possibly save a part of \$2,500 a year, is I respectfully submit, nothing less than economy run mad. Possibly, however, an arrangement could be effected by which a sufficiently competent expert, having regular employment not occupying his whole time elsewhere, could give to the State such amount of service as it absolutely needs, and no more; thereby saving a portion of one salary. If, however, because of this economy, the railroad returns fall again into confusion, or their quality deteriorates, the loss to both corporations and community would be ludicrously out of proportion to the very trifling saving effected.

As respects Mr. Craft, the regular clerk of the Board, who has held that position ever since it was organized, I can only say, that, unless the Board is to be gradually discontinued, his duties in it are duties which have got to be performed by some one. It cannot get along any more than a court of law can without a clerk; and that clerk, in the interest of the public, must be familiar with its routine. An accountant is no more able to perform his duties than he is those of an accountant.

I do not doubt that efficient boards of commissioners will, in the future, be found an essential part of the machinery of our government, in connection with the railroad system. I do not, however, believe that the affairs of as many corporations, annually handling as large sums, and doing as much business, as the Massachusetts corporations, will be looked after with a smaller or less costly force than is now employed in this office. Certainly, the government Auditor of Pacific Railroad Accounts at Washington, with less than a quarter part of the work to attend to, now has at his disposal more than twice as many clerks.

In conclusion, I desire to call your attention to the fact that the material interest this Board supervises is the largest in the State. It is the interest upon which our whole industrial system hinges, and the tolls and charges the corporations annually levy amount to more than our entire taxation—State, county and municipal. During the ten years this Board has been in existence, its entire cost has, in round numbers, been \$162,000. During the same time the gross receipts of the corporations have amounted to \$322,000,000. The cost of supervision, therefore, has been almost exactly the one-twentieth part of one per cent of the gross receipts; in other words, *the entire expense of this Board since its organization, if charged to the Boston & Albany road alone, would not have reduced the amount of a single one of its regular semi-annual dividends by one per cent.* Considering the fact that this supervision has covered the matter of accounts, as well as the hearing and adjustment of many questions of great importance, involving large sums, not only between the corporations themselves, but between them and the public—questions which only in this way could be adjusted—considering these facts, I submit that, judged even by the somewhat exaggerated standards of economy now in vogue, the cost of this Board has been not only reasonable, but remarkably small. However, on this question of cost, let the Committee inform itself through the representatives of the corporations. The Commissioners will, I think, be perfectly willing to abide by their opinions. With the questions which come before this Board for decision these corporations cannot afford to have it composed of ignorant or incompetent or corrupt men. If it ever is so composed, they will assuredly cause its abolishment, and that promptly. Of this, at least, I fancy the committee hardly needs to be assured. I am, etc.,

CHARLES F. ADAMS, JR.,
Chairman Railroad Commissioners.

The Iowa Commissioners do not remember to have seen a more exhaustive and judicial discussion of the value and comparative merits of the Commissioner system than is contained in this letter of Mr. Adams's, who may well be called the parent of the system in this country. His observations upon the "law's delays," its expensiveness, and the prac-

tical impossibility of individual complainants making successful headway against "the power and wealth of the corporations," have ample corroboration in common experience. With ten years of unbroken experience as a Commissioner, Mr. Adams asserts the steady increase of the business of the office, citing in evidence the additions and improvements of the law from session to session of the legislature, the rapid growth of transportation, and the rapid extension of railroads throughout the country. There are some other features of this letter which might be profitably adverted to. We sum up our observations upon the Commissioner system by citing attention to the foregoing letter of Mr. Adams, and to our discussion of it in the annual report of 1878.

RAILROAD CONSTRUCTION.

The first report of this Board for the railroad year 1877-8 contained a table of mileage in the State of 4,151.15 miles. The report of the present year, June 30, 1878, to June 30, 1879, shows an aggregate of 4,396.04 miles—an increase of 238.89 miles. In the first annual report we gave an addition of about 230 miles constructed subsequent to the date of the official returns made by the several companies, to-wit: June 30, 1878. In this report we make note of additional construction built since the end of the last railroad year, June 30, 1879, which comes to us unofficially and may not be entirely accurate, though it is believed to be substantially correct. In order to show the actual number of miles in operation in the State at the date of this report, we add in the table below the construction of lines or extensions, not included in the official returns, built since the commencement of the current railroad year, July 1, 1879, most of which are estimated from unofficial information:

Burlington, Cedar Rapids & Northern extension	40 miles.
Council Bluffs & St. Louis	76 miles.
Chicago, Burlington & Quincy, Knoxville branch.....	25 miles.
Chicago, Burlington & Quincy, Clarinda branch.....	12 miles.
Chicago, Bellevue, Cascade & Western, N. G.	12 miles.
Chicago, Milwaukee & St. Paul extension	25 miles.
Dubuque & Dakota	41 miles.
Ft. Dodge & Ft. Ridgeley extension.....	6 miles.
Ft. Madison & Northwestern, N. G.....	10 miles.
Leon, Mt. Ayr & Southwestern	35 miles.
Missouri, Iowa & Nebraska.....	30 miles.
Sac City & Wall Lake	13 miles.

Total 325 miles.

This added to the officially reported mileage makes a total of 4,721 miles of railroad in the State at this time (November 1, 1879). The

increase, therefore, since July 1, 1878, is 334 miles, equal to more than one entire line across the State from east to west. This statement shows a marked improvement in railroad enterprise in Iowa, a revival that recalls the activity of 1868 to 1873. A large number of new lines and extensions are now in contemplation, and the coming year is likely to see a yet larger mileage construction than the last.

The Commissioners have made due inspection of the railroads of the State during the current year, and find in their general condition ample warrant for congratulating your Excellency and the people. On all of the principal lines the road-bed was found in excellent condition, showing evidences of watchfulness and provident care in the way of repairs, the constructing of new bridges, and increased ballast and surfacing. Every year iron rails are being removed and their place supplied with steel rails, the amount of which may be ascertained by reference to the returns. The marked improvement in the grades of many of the more important lines, and the substitution of heavy stone culverts of very large capacity for the smaller ones constructed years ago, are matters for especial congratulation. With but rare exceptions all the roads in the State are in much better condition than they were last year or ever were. Whether this is due to improved business, to the cheapness of labor and materials, or to a general impulse among railroad companies to advance their roads to the highest rational condition of efficiency, or whether it be to all these, it is not of interest here to inquire; the facts exist, and their value to the transportation and business interests of the State will surely be felt.

JAMES W. McDILL,
PETER A. DEY,
M. C. WOODRUFF,
Commissioners.

ATTEST:

J. S. CAMERON,
Secretary.

HISTORY
OF
IOWA RAILROADS.

HISTORY OF IOWA RAILROADS.

With the view of making this office the repository of all information respecting railroad construction, development and progress in the State, the Commissioners prepared the following circular inviting each railroad company to prepare and report to them a compendious history of its road for insertion in this report as a part of the railroad archives of Iowa:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS }
FOR THE STATE OF IOWA, }
DES MOINES, August 20, 1879. }

To the President of the ————— Railroad Company:

DEAR SIR—The Board of Railroad Commissioners desire to incorporate in their next annual report a complete but succinct history of every railroad in the State of Iowa. The history should contain in brief recital every important fact respecting the organization of the company, the construction of the road, the names and residence of the proprietors and present management, when the work was begun, when completed, any transfers by lease, sale or otherwise, and whatever would contribute to the general information of the public upon the origin, construction and completion of the several roads. It should also contain a statement in brief of all the legislation specially affecting each road, any material changes made from time to time in the management, the purchase, sale or lease of any connecting lines of road, and such statement of all and everything that can contribute materially to the history of railroad growth in the State. The Commissioners earnestly desire to make this office the repository of all such information concerning the history of Iowa railroads as may in any manner be of use to the public, to the General Assembly, or to this Board, which they believe will be of much value in the future.

The Commissioners, therefore, confidently trust that you will respond to this request at your earliest possible convenience. It will be necessary that the "history" be received here as early as October 10 next, in order that it may be incorporated in their annual report for the current railroad year.

Very respectfully yours,

J. S. CAMERON, *Secretary.*

Much to the regret of the Commissioners only ten companies responded to this circular. Those received are inserted below; and it is

proper here to remark that these sketches were prepared by the companies respectively, the Commissioners being in no way responsible for whatever appears therein. The Board take occasion to observe that the Chicago, Rock Island & Pacific Company has submitted a sketch which must be of value to the railroad archives of the State, as well as of interest to the legislator and every citizen. Had the other companies responded in like fullness of detail, the Commissioners would deem the "History of Iowa Railroads" a matter for sincere congratulation. But they do not despair of obtaining these valuable sketches for their next report, and here take occasion to observe that the several railroad companies themselves can but see enough of interest and value in them to constrain them to comply with the circular before the next report shall be published.

CEDAR RAPIDS & MISSOURI RIVER RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Cedar Rapids & Missouri River Railroad Company. The company was organized June 14, 1859, at Cedar Rapids, in this State, at a convention composed of delegates from the counties along the 42d parallel of latitude between the Cedar and the Missouri rivers in Iowa, and also of gentlemen interested in the Chicago, Iowa & Nebraska Railroad. The first board of directors was composed of the following persons:

John Bertram.....	Massachusetts.
Oakes Ames.....	Massachusetts.
L. B. Crocker.....	Oswego, New York.
Charles Walker.....	Chicago, Illinois.
John Wentworth.....	Chicago, Illinois.
Robert M. Rippey.....	Greene county, Iowa.
L. C. Sanders.....	Boone county, Iowa.
James Hawthorn.....	Story county, Iowa.
G. M. Woodbury.....	Marshall county, Iowa.
James R. Graham.....	Tama county, Iowa.
W. C. Salisbury.....	Tama county, Iowa.
A. D. Stephens.....	Benton county, Iowa.
John Weare.....	Linn county, Iowa.
John F. Ely.....	Linn county, Iowa.
J. W. Denison.....	Crawford county, Iowa.

L. B. Crocker, of Oswego, New York, was the first president. The other officers of the company were:

G. M. Woodbury.....	Vice-President.
John Weare.....	Treasurer.
W. W. Walker.....	Secretary.

EXECUTIVE COMMITTEE.

John Weare, J. F. Ely, W. C. Salisbury.

The first forty miles of the road west from Cedar Rapids was built during the summer and fall of 1861. Marshalltown was reached about December 1, 1862; Nevada, about July 1, 1864; Boone Station, during March, 1865. The track was laid to the western terminus on the Missouri river opposite Omaha in February, 1867, but the road was not completed until some time in the summer or fall. Transportation of persons and freight was undertaken over the uncompleted line only because of the great pressure in aid of the extension of a road across the continent.

The distance from Cedar Rapids to the western terminus is 271.6 miles. The Lyons Plug is 2.41 miles long.

On the 8th of July, 1862, a lease in perpetuity of the road was executed to the Galena & Chicago Union Railroad Company, and possession of the line was taken by the lessee under the lease on the first day of August following. The Galena & Chicago Union Railroad continued the operation of the road until about June 1, 1864, when it was consolidated with the Chicago & Northwestern Railway Company, which company has since, by virtue of the consolidation, operated the line under the lease.

Your inquiry respecting the special legislation affecting the road requires allusion to other and previous legislation. Congress by act, approved May 15, 1856, granted to the State of Iowa, certain lands in aid of the construction of four principal lines of railroad across the State. On the 14th of July, 1856, the State of Iowa accepted the grant, and in the same act granted the lands intended to aid in the construction of the line from Lyons City northwesterly to an intersection with the main line of the Iowa Central Air Line Railroad, near Maquoketa, and thence along said line running as near as practicable to the 42d parallel, across the State to the Missouri river, to the Iowa Central Air Line Railroad, upon certain conditions, however, in respect to the time of completion of the road, upon failure of which it became competent for the State to resume. The Iowa Central Air Line having wholly failed to fulfill the conditions of the grant imposed by the State, the lands granted were resumed by act of the General Assembly, approved March 17, 1860. On the 26th of same month the State conferred the right so resumed upon the Cedar Rapids & Missouri River Railroad, which grant was accepted by the company upon terms imposed by the State, and which have been fully and faithfully performed by the company. This action of the State was supplemented by the act of Congress, approved June 2, 1864, by which the Cedar Rapids & Missouri River Railroad was authorized to modify or change the location of the line of the uncompleted portion of the road, and to receive the same lands, and the same amount of lands as were originally granted or intended to be granted to aid in the construction of the Iowa Central Air Line Railroad.

The Lyons Plug (so called) was required to be built by the act of the General Assembly of Iowa, and the act of Congress of June 2, 1864, but was not completed until some time during the year 1868, the work upon it having been greatly hindered by legal proceedings instituted by local and opposing interests.

The Maple River Railroad was organized June 10, 1876, as a branch of the Cedar Rapids & Missouri River Railroad. It leaves the main

line at Maple River Junction in Carroll county 180½ miles west of Cedar Rapids, and is already completed to Mapleton in Monona county, a distance of 60.15 miles from the place of beginning. Its destination, by the articles of incorporation, is Onawa. After the first few miles the road follows precisely the old line of the Iowa Central Air Line Railroad.

The present officers of the company are:

Horace Williams.....	President.
P. E. Hall.....	Secretary.
D. P. Kimball.....	Treasurer.
J. Van Deventer.....	Assistant Treasurer.
Geo. T. Crandell.....	Auditor.

DIRECTORS:

John B. Alley.....	Lynn, Massachusetts.
Oliver Ames.....	North Easton, Massachusetts.
Fred. L. Ames.....	North Easton, Massachusetts.
John I. Blair.....	Blairstown, New Jersey.
D. C. Blair.....	Belvidere, New Jersey.
James Blair.....	Belvidere, New Jersey.
F. Gordon Dexter.....	Boston, Massachusetts.
B. A. G. Fuller.....	Boston, Massachusetts.
Wm. T. Gliddon....	Boston, Massachusetts.
Edw. Johnson.....	Belfast, Maine.
D. P. Kimball.....	Boston, Massachusetts.
Joseph Nickerson.....	Boston, Massachusetts.
S. L. Thorndike.....	Boston, Massachusetts.
Chas. E. Vail.....	Blairstown, New Jersey.
Horace Williams.....	Clinton, Iowa.

HORACE WILLIAMS, *President.*

THE CHICAGO, IOWA AND NEBRASKA.

On the 26th day of January, A. D. 1856, in the town of Clinton, county of Clinton, State of Iowa, the project of building a railroad from the town of Clinton westward by way of the town of Cedar Rapids, Linn county, Iowa, to the Missouri river at one or more places, was considered. The first officers of the company were:

Chas. Walker.....	President.
James Purdy.....	Vice-President.
Rob't H. Nolton.....	Secretary.
Thos. T. Davis.....	Treasurer, <i>pro tem.</i>
Milo Smith.....	Chief Engineer.

The road was opened to De Witt in May, 1857, and by December of the same year the Wapsipinicon river had been reached. By July, 1858, the work was pushed forward to Clarence, and in December, 1858, to Lisbon, a distance of sixty-four miles from Clinton. June 1859 found the road completed to Cedar Rapids.

Until 1862 the road was operated by the company, when a lease was made to the Galena & Chicago Union Railroad Company, and by the subsequent consolidation of the Galena & Chicago Union Railroad with the Chicago & Northwestern Railway Company, the latter company succeeded to the operation of the line.

The road was built entirely from private resources, without aid of any kind from the Government in subsidies of lands or bonds, or from county or township taxes. No legislation in its favor has been enacted by the State. The length of this road is 82.40 miles.

The present officers of the company are:

Horace Williams.....	President.
John Bertram.....	Vice-President.
J. Van Deventer.....	Secretary.
David P. Kimball.....	Treasurer.
F. Van Deventer.....	Ass't Treasurer.
David P. Kimball.....	Register.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

The Chicago, Rock Island & Pacific Railroad Company is a consolidated corporation existing under the laws of the States of Illinois and Iowa, and operating railroads in those States and in Missouri and Kansas. Its constituents are the Chicago & Rock Island Railroad Company of Illinois, and the Chicago, Rock Island & Pacific Railroad Company of Iowa; the last named corporation being the successor of the Mississippi & Missouri Railroad Company of Iowa.

The Chicago & Rock Island Railroad Company was created by special charters granted by the Legislature of the State of Illinois at the sessions of 1847 and 1851. As incorporated by the act approved February 27, 1847, it was "The Rock Island & La Salle Railroad Company," with power to construct a railroad from Rock Island, on the Mississippi river, in the county of Rock Island, to the Illinois river, at the termination of the Illinois & Michigan Canal. By the act approved February 7, 1851, the name was changed to "The Chicago & Rock Island Railroad Company," and its powers so enlarged as to authorize it to continue its "projected railroad from its present terminus, by the way of Ottawa and Joliet, to the city of Chicago."

The original design seems to have been one of the results of "A sketch of the geographical route of a great railway between the Atlantic States and the great valley of the Mississippi," published by Hon. Wm. C. Redfield, of New York, near the close of the year 1828. The line, as then sketched, "enters the State of Illinois, and passing near the course of the Kankakee, arrives at the head of steamboat navigation on the Illinois river; which river is soon to be connected by a canal with Lake Michigan, and affords good depth of water for steamboats." The "proposed railway continues from near the head of the Illinois, and reaches the banks of the Mississippi immediately above the Rock Island Rapids." The first president of the Chicago & Rock Island Railroad Company, Hon. James Grant, in the first report made to the stock-holders, dwelt upon the importance of the enterprise which would furnish a western link in Redfield's chain, and the Chief Engineer, Col. R. P. Morgan, in his report of survey said that Redfield "designated precisely the route which is now recommended." The line was completed from Chicago to Rock Island in 1854, and was the first railroad connecting the lakes with the Mississippi river. That portion of the great line "passing near the course of the Kankakee" has been projected many years, and some small portion of the work

done. It has made no recent progress, however. Colonel Morgan, in the report above mentioned, dwells upon the "fact that Rock Island Rapids present facilities for crossing the Mississippi by a bridge incomparably superior to any other point that can be selected."

As the Chicago & Rock Island was not an Iowa railroad, further detail of its history previous to its being merged into the Chicago, Rock Island & Pacific, is unnecessary.

In the fall of 1852 surveys were made for a railroad which should have its initial point at Davenport, and be practically an extension of the Chicago & Rock Island Railroad, then being constructed between Chicago and Rock Island. These surveys were under the general supervision of John B. Jervis, Esq. One extended from Davenport, through Muscatine, the northern part of Louisa, and through Washington, Keokuk, Mahaska, Marion, Warren, Madison, Adair, Adams and Montgomery counties to the Missouri river, near the mouth of the Platte; another from Davenport through Scott, Johnson, Iowa, Poweshiek, Jasper, Polk, Dallas, Guthrie, Audubon, Shelby and Pottawattamie counties to the Missouri river; another from Muscatine through Muscatine, Cedar and Linn counties to Cedar Rapids. On December 22, 1852, John B. Jervis of New York, Joseph E. Sheffield of Connecticut, John M. Wilson of Illinois, Henry Farnam of Connecticut, N. B. Judd of Illinois, Ebenezer Cook, James Grant, H. Price and John P. Cook of Iowa, executed articles of association of the Mississippi & Missouri Railroad Company, which assumed power to build, maintain and operate a railroad with a single or double track, from the eastern line of the State of Iowa, at or near Davenport, in the county of Scott, to the west line of the State, at or near Council Bluffs. These articles were acknowledged before John F. Dillon, notary public, and recorded in the office of the recorder of Scott county, January 26, 1853, and in the office of the Secretary of State on the first day of the following month. On the 28th day of the following May the commissioners named in the articles of association to procure subscriptions to the capital stock found that subscriptions sufficient to authorize the organization of the company had been made. The following board of directors was then elected: John A. Dix of New York, William B. Ogden of Illinois, William Walcott of New York, Joseph E. Sheffield of Connecticut, Thomas C. Durant of New York, Henry Farnam of Connecticut and Ebenezer Cook of Iowa. On the 30th of the same month the board was partially organized by the election of John E. Henry of Iowa, Secretary, A. C. Flagg of New York, Treasurer, N. B. Judd of Illinois, Solicitor, Henry Farnam of Connecticut, Chief Engineer, and John B. Jervis of New York, Consulting Engineer. On the day following the organization was completed by the election of John A. Dix of New York as President, and William B. Ogden of Illinois as Vice-President.

On the 17th of January, 1853, the Legislature of the State of Illinois incorporated "The Railroad Bridge Company" with power to "build, maintain and use a railroad bridge over the Mississippi river, or that portion within the jurisdiction of the State of Illinois, at or near Rock Island, in such manner as shall not materially obstruct or interfere with the free navigation of said river, and to connect by railroad or otherwise, such bridge with any railroad, either in the State

"of Illinois or Iowa, terminating at or near said point." The jurisdiction of the State of Illinois extended to the middle thread of the main channel, which was the eastern boundary of the State of Iowa. The articles of association of the Mississippi & Missouri Railroad Company authorized it to construct its road from the eastern boundary of the State, and the general law authorized it to construct any bridges necessary to carry its road over any rivers or streams which the line crossed. It was thus that the franchise to build and operate a bridge from one bank to the other was created. After consultation with the citizens of Davenport, Muscatine, Iowa City and Cedar Rapids, and on the 9th day of June, 1853, the articles of association were so amended as to authorize the construction of branches from the main line to the southern and western boundaries of the State, and a northern branch from Muscatine, by way of Cedar Rapids, in the general direction of the Cedar Valley, to the northern boundary of the State. The board of directors was increased in numbers, and William G. Woodward and Thomas M. Isett of Muscatine elected.

In 1853 the Railroad Bridge Company and the Mississippi & Missouri Railroad Company entered into an agreement to construct a bridge over the Mississippi river at Rock Island. On the 26th of September, 1853, the contract was let for the construction of the masonry of the bridge and the railroad bed across the island of Rock Island. The chief engineer reported in June, 1854, that "the piers" and one of the abutments on the east side of the island are completed; that "the grading across the island and the embankment to the bridge across either channel are also nearly completed," and that "the abutment on the east side of the west channel is also finished, and the one on the west side in a rapid state of progress." In December of that year the arrangement for the construction of the bridge was superseded by a tripartite agreement between the Mississippi & Missouri Railroad Company, the Railroad Bridge Company and the Chicago, Rock Island & Pacific Railroad Company, for the construction of the bridge for the use of said railroad companies, with the proceeds of bonds of the Bridge Company, to the amount of three hundred thousand dollars, which bonds should have the second guaranties of the railroad companies for the payment of principal and interest. It was further agreed that if either company should make default in the performance of its contract of guaranty, the other by performance for both should become entitled to the exclusive use of the bridge. The expenses of construction were very heavy, and the proceeds of the sales of bonds, amounting to \$300,000, were found insufficient for the work, and additional bonds to the amount of \$100,000 were issued and sold subject to the provisions of the tripartite agreement. The structure was completed April 21, 1856.

This was the first bridge which spanned the Mississippi river, and its construction and maintenance encountered persistent and determined opposition on the part of what was known as the river or boating interest. While the bridge was being erected the Secretary of War directed the United States District Attorney, for the District of Illinois, to apply for an injunction against the company and its servants, commanding them to refrain from constructing its road across the island. In obedience to these instructions the District Attorney

filed a bill in the Circuit Court of the United States for the District of Illinois, praying a writ of injunction which would not only prohibit the construction of the railroad upon the island, but restrain the defendants from "sinking piers in said Mississippi river, * * * and "from the continuance of any further work upon said island and in "said Mississippi river." Upon the hearing of the motion for an injunction a large mass of evidence was submitted upon the question as to whether the bridge would be a material obstruction to the navigation of the river. The question was also elaborately discussed in the argument. Judge McLean refused the injunction, holding: 1. That the State of Illinois had an undoubted right to authorize the construction of a bridge, provided it did not materially obstruct the navigation of the river; 2. That the evidence did not show that the proposed bridge would be a material obstruction; 3. "That if any injury should "result to boats, from any want of attention by the Bridge Company "or the structure of the draw, they being managed with reasonable "care, an action at law may be resorted to, as in other cases of wrong." (*The United States v. The Railroad Bridge Company*, 6 McLean Rep., 517.)

As before remarked, the bridge was completed on the 21st day of April, 1856, and on the 6th day of the following May one span, two hundred and fifty feet in length, was destroyed by fire communicated by the steamer *Effie Afton*, which was burning by one of the piers with which it had collided. The owners of the boat, Jacob Hurd and others, brought their action against the Chicago, Rock Island & Pacific Railroad Company, in the Circuit Court of the United States for the District of Illinois. Judge McLean, of the United States Supreme Court, presided at the trial. The plaintiffs were represented by H. M. Wead, of Peoria, and T. D. Lincoln, of Cincinnati; the defendants by Joseph Knox, of Rock Island, N. B. Judd, of Chicago, and Abraham Lincoln, of Springfield. Upon the question submitted—Was the bridge a material obstruction?—the jury disagreed, and the case was set down for another trial. The action was afterward dismissed by plaintiffs and new actions commenced in the Circuit Court of Rock Island county, Illinois. These were, after the lapse of many years, and many changes of venue, dismissed by plaintiffs pursuant to some arrangement agreed upon between the parties. Similar suits were also commenced by Jacob S. Hurd, Joseph W. Smith and W. Kidwill against the Mississippi & Missouri Railroad Company, Henry Farnam and Samuel Cluff, in the District Court of the United States for the District of Iowa, Southern Division. These were dismissed by plaintiffs before trial.

On the 7th day of May, 1858, James Ward, a citizen of St. Louis, in the State of Missouri, filed his bill in the chancery side of the District Court of the United States for the District of Iowa (which was invested with Circuit Court jurisdiction), setting out in detail the allegation of facts which made the bridge a nuisance, and praying that the defendant should be enjoined from enlarging any of the piers, and that upon the final hearing the court "will order, adjudge and decree that the said "bridge was erected in violation of law, and is an obstruction to the "navigation of said river, and that the same is a nuisance," and that "it be abated and removed, and said river be restored to its original

“capacity for all purposes of navigation.” On the 3d day of April, 1860, the court adjudged that the bridge was a material obstruction and a nuisance; and ordered the defendants “to abate and remove all the said piers within the State of Iowa, together with the super-structure thereon, on or before the first day of October next.” Judge Love, in his opinion then delivered, said:

“If one road transport passengers and freight to the east and west, without the expense and delay of changing at the river, a financial necessity will compel other competing roads to provide themselves with the same facilities in order to prevent their legitimate business from being attracted to the rival road. Thus, already, in Iowa preparations are being made to build bridges at Dubuque and Lyons. At McGregor and La Crosse the same result will soon follow the same necessity. Next, at no distant day, we should probably have bridges at Muscatine, Burlington and St. Louis, not to mention other points where railroads will, in the course of time, cross the river. Thus, if this precedent be established, we shall probably, in no great period of time, have railroad bridges upon the Mississippi river at every forty or fifty miles of its course. Now, the upper Mississippi flows mainly through an open prairie country over which high winds prevail with great violence, especially in the spring, when trade is most active. From this cause it often happens, even now, that whole fleets of boats are compelled to lie for many days at a time, at the upper and lower rapids, waiting for the winds to subside. And we have seen that boats and rafts can rarely, in the night, with safety, venture into the draw of a bridge in the strong current of so great a river. What, then, would be the future consequences of bridging this river at short intervals when in the course of events the commerce floating upon it shall have increased until it will surpass in amount and grandeur all that ever entered into the most extravagant calculations of the economist—all the dreaming enthusiast ever saw in glowing and splendid vision? Therefore, although I am deeply sensible of the vast pecuniary sacrifice involved in the removal of this bridge, yet I consider it trifling compared to the great mischief which must inevitably flow from the precedent of maintaining it. Moreover, I can but remember that the free and unmolested navigation of the Mississippi was a vested right in the citizen, before the defendant with, as I think, a very doubtful authority of law, rashly expended his money in the building of the bridge. His vested right no corporation or individual can justifiably impair under pretext of conferring upon the public some compensating advantage, and the defendant having assumed to do so must suffer instead of those whose rights have been invaded.”

On appeal to the Supreme Court of the United States this decree was reversed, mainly on the ground that the jurisdiction of the court extended only to the middle thread of the main channel, and that the removal of the three piers in the State of Iowa would not remedy the obstruction, while it would destroy the bridge. (2 Black's United States Supreme Court Rep., 494.) The bill was dismissed.

Another suit was brought by the Northern Line Packet Company. While it was pending Congress declared a similar bridge at Clinton a “lawful structure,” and this law was held to be constitutional by Justice Miller, of the Supreme Court of the United States, presiding in the Circuit Court for the District of Iowa, in *Gray against The Chicago, Iowa & Nebraska Railroad Company*. The power of Congress to legalize the bridge was found in the authority to regulate commerce between the States. It was in this opinion that the authority of Congress to regulate inter-state railroads, as instruments of commerce, was first maintained (Woolworth Rep., 149). This decision was affirmed by the Supreme Court of the United States (10 Wall., 453). Congress

also provided for the construction of a new bridge at Rock Island, as will presently appear. The prediction of Judge Love was being rapidly realized. Provision was made for bridges across the Mississippi at St. Louis, Hannibal, Quincy, Keokuk, Burlington, Rock Island, Clinton, and Dubuque. The combined influences of the War of the Rebellion and railway construction, changed the channels of commerce from the States and Territories west of the Mississippi. Added to this was the tendency of Congressional action and judicial decision to recognize the new needs of commerce. The doctrine that the Mississippi could not be bridged passed away, and with it the remaining suits against this one.

Before resuming the main thread of this history it should be noted that the Mississippi & Missouri Railroad Company failed to perform its contract of guaranty endorsed on the bonds of the Bridge Company; that the principal and interest were paid by the Chicago & Rock Island Company, which thus, by the terms of the tripartite agreement, acquired the right to control the entire bridge.

The Peoria & Bureau Valley Railroad Company, extending from Bureau Junction, on the line of the Chicago & Rock Island Railroad to Peoria, was completed in 1854 by the Peoria & Bureau Valley Railroad Company, and immediately leased in perpetuity to the Chicago & Rock Island Railroad Company. It has continued to form a part of the property held by that company up to the time of the consolidation, and is now held and controlled by the consolidated company.

On the first day of July, 1855, the Mississippi & Missouri Railroad Company executed a mortgage conveying to trustees named therein, the first division of its road, extending from Davenport to Iowa City and Muscatine, to secure the payment of bonds issued, limited to an aggregate of one million dollars. On the 1st day of January, 1856, the road was completed to Iowa City, and was formally opened for business on the third day of that month. It was also, prior to July 1, in that year, completed to Muscatine, and the road from Davenport to Muscatine and Iowa City, was received by the company from the contractors, on the first day of July of that year.

On the 15th day of May, 1856, Congress made a grant of land to the State of Iowa for the purpose of "Aiding in the construction of "railroads from Burlington, on the Mississippi river, to a point on the "Missouri river near the mouth of the Platte river; from the city of "Davenport, Iowa, by way of Iowa City and Fort Des Moines to "Council Bluffs; from Lyons City northwesterly, to a point of inter-"section with the main line of the Iowa Central Air Line Railroad, "near Maquoketa; thence on said main line running as near as practi-"cal to the 42 parallel across the State from the city of Dubuque to "the Missouri river near Sioux City." The grant embraced every alternate section of land designated by odd numbers, for six sections in width, on each side of said line, with a provision for indemnity for lands in said limits which should be sold or otherwise disposed of. (11 Stat. at Large, p. 9). The subject of securing that portion of the grant designed to aid in the construction of the road from Davenport to the Missouri river, was considered by the Board of Directors of the Mississippi & Missouri Railroad Company at a meeting held on the 2d day of the following June, and a committee was appointed and charged

with the duty of caring for the company's interests in that regard. On the 2d day of June, 1856, the Governor was memorialized to convene the General Assembly to consider the disposition which should be made of the grant.

On the 1st day of July, 1856, a second mortgage of the first division was executed conveying it, with all its appurtenances, to trustees, to secure the payment of additional bonds limited in amount to four hundred thousand dollars, payable on the 10th day of July, 1876. The same day it executed a first mortgage conveying to trustees the railroad and appurtenances then existing, or thereafter to exist, as a part of the Oskaloosa division, extending from Muscatine to Oskaloosa, to secure a series of bonds amounting to one million four hundred and twenty-five thousand dollars, payable on the first day of July, 1876.

The General Assembly of the State of Iowa, by an act approved July 14, 1856, re-granted the land granted to the State by the act of Congress of May 15, 1856, to aid in the construction of a railroad from Davenport to Council Bluffs, to the Mississippi & Missouri Railroad Company, upon the terms and conditions therein expressed. (Sess. Laws, Ex. Sess., 1856, p. 1). On the 17th day of the same month the company "assented to and accepted said grant."

On the 8th day of May, 1857, the company executed another mortgage conveying to trustees its road, equipment and appurtenances from Iowa City to Council Bluffs, and all the rights which the company had or should acquire in and to all lands granted to the State by the act of Congress of May 15, 1856, to secure what were known as Land Grant Bonds, to be issued in an amount not exceeding seven million dollars, payable on the 8th day of May, 1877. That portion of the line extending from Muscatine to Washington, was accepted by the company from the contractors on the 1st day of January, 1859.

On the first day of December, 1861, a second mortgage was executed, conveying the entire railroad and its appurtenances, to secure a series of construction bonds, the principal of which amounted to seven hundred thousand dollars, payable on the first day of January, 1882.

At a meeting of the stockholders, held June 2d, 1862, the secretary submitted a report showing that at the date of the then last annual meeting, the company had completed and in running order, eighty-six miles of railroad, leaving thirty-seven miles to be completed to reach Grinnell; that during the past year nineteen additional miles had been finished, and that a considerable amount of grading and bridging had been done on the remaining eighteen miles.

"An act to amend an act entitled an act making a grant of land to the State of Iowa, in alternate sections to aid in the construction of certain railroads in said State," approved May 15, 1856, conferred upon the Mississippi & Missouri Railroad Company authority to modify or change the location of the uncompleted portion of its line, as shown by the map thereof now on file in the General Land Office of the United States, so as to secure a better and more expeditious line for connection with the Iowa Branch of the Union Pacific Railroad." It also provided that when such new location shall be established, the company should file in the General Land Office a map, definitely showing such new location; and that it should be the duty of

the Secretary of the Interior, from time to time, as the road progresses, to certify to the company out of any public lands not sold or disposed of, the amount of land per mile equal to that originally authorized to be granted to aid in the construction of said road by the act to which this is an amendment; and that if such amount should not be found within six miles "then such selections may be made along such line "within twenty miles thereof." This act was approved June 2, 1864. (13 Stat. at Large, p. 95).

Under date of October 20, 1865, President Dix addressed a circular letter to the stock and bondholders setting forth the condition of the company on that day. In it he said:

"The company received from the contractor, and commenced operating on the 1st day of July, 1856, sixty-seven miles of road, fifty-five from Davenport the eastern terminus on the Mississippi river to Iowa City, and a branch of twelve miles to Muscatine. It was a season of great commercial activity and the earnings of the first six months amounted to \$184,193.82. Out of these the company, after defraying the operating expenses, amounting to forty per cent of the gross earnings, paid the interest on its bonds, and a dividend of four per cent on its stock. The next six months were less productive and the earnings for the year ending June 30, 1857, including the above mentioned six months, were only \$299,839.25. The commercial revulsion of 1857 followed, and the earnings for the year ending June 30, 1858, fell to \$172,351.72. On the 1st day of January, 1859, the company opened forty miles of road on the Oskaloosa line from Muscatine to Washington, but notwithstanding this addition to the road the earnings again fell off to 172,197.37 for the year ending June 30, 1859. The bonded debt by the construction of these forty miles of road was increased by the sum of \$590,000, and although the gross earnings for the year ending June 30, 1860, was \$207,688.97, the net earnings for the year were only \$97,889.45, while the annual interest on the bonded debt was \$145,300. The earnings for the six months ending December 31, 1860, were \$127,045.51. The earnings for the year ending December 31, 1861, were \$232,789.19, and the net earnings \$93,798.90, while the annual interest on the bonded debt of this company was constantly increasing by the issue of Land Grant bonds for the construction of the road on the main line westward from Iowa City to Grinnell. Under these circumstances the company was compelled to suspend the payment of the interest on its bonds, and in October, 1862, an arrangement was made with the bondholders to fund their coupons to July 1, 1864.

"The earnings for the subsequent years were as follows:

"For 1862.....	\$270,527.19
"For 1863.....	348,618.34
"For 1864.....	603,209.32
"For 1865 (nine months).....	527,884.03

"Heretofore the cost of operating the road since the first year, has varied but little from sixty per cent of the earnings. During the present year it has equaled sixty-five per cent, and there is no hope of reducing this ratio for some time to come. The road has been now nearly ten years in operation; bridges are to be rebuilt and ties and iron, to some extent, to be replaced. In the construction of the road a very heavy bonded debt has been created. The company was required, in order to secure its land grant to complete its road within a limited time, and it was compelled to dispose of its land grant bonds, its only resource for raising money, at sixty per cent of their par value, thus adding enormously to the aggregate of its debt and making the cost of the road west of Iowa City, forty per cent more than it would have been if the bonds could have been disposed of at par.

"* * * * *

"The bonded debt of the company is now \$6,851,754.64, and the annual interest \$483,680. There is also due on account of unpaid coupons the sum of \$293,497.30. The earnings of the current year will probably exceed \$700,000, but the expenses of the road will be so heavy that there is likely

“to be a deficiency of \$200,000 in the net earnings for the payment of the
“annual interest, making more than half a million of unpaid coupons to be
“provided for on the first of January next. It is therefore driven to the
“necessity of selling the road or re-organizing on a basis which will furnish
“the means of constructing forty miles of road and of extending it to Des
“Moines, the capital of Iowa, and deferring to a future time the payment of
“existing liabilities.”

The statement was considered by a meeting of the bond and stockholders, held in the city of New York, on the day this circular was issued, to which the executive committee submitted a report recommending “that a sale of the road to the Chicago & Rock Island Railroad Company at \$5,500,000, was advisable unless at least \$1,500,000 “could be raised for the construction and equipment to Des Moines, “about forty-one miles.” The recommendation was adopted and a committee appointed consisting of Geo. W. Stanton, Jr., John Elliott and Blakely Wilson, to arrange the mode and terms of payment with the Chicago & Rock Island Railroad Company, and the details of the sale authorized by the meeting.

Suits were brought in 1866 in the Circuit Court of the United States for the District of Iowa, for the foreclosure of all the above described mortgages. On the 11th day of May, in that year, a decree of foreclosure was entered, finding the amounts due and secured by the several mortgages and ordering a sale of the property in default of payment within a time named.

The Chicago, Rock Island & Pacific Railroad Company of Iowa, was incorporated on the 28th day of May, 1866, by the adoption of articles of incorporation which were filed for record in the office of the recorder of deeds for Scott county. These articles declared the purpose of the corporation to be to acquire and run the railroads built by the Mississippi & Missouri Railroad Company with all its appurtenant property, “and all the rights, privileges and franchises granted “to or acquired by the said Mississippi & Missouri Railroad Company “at any time heretofore, and also all the lands granted by act of Congress of May 15, 1856, to the State of Iowa, and by the State of “Iowa granted to the said Mississippi & Missouri Railroad Company, “and when so acquired to maintain and operate the said railroad.” The incorporators were C. W. Durant and Francis H. Tows, of New York, John F. Tracy, of Illinois, and Ebenezer Cook, of Iowa. They organized as a board of directors by the election of John F. Tracy, president, Ebenezer Cook, secretary, and Edward W. Dunham, treasurer. Subsequently Mr. Tracy resigned and David Dows, of New York, was elected to fill the vacancy.

When the property mentioned was sold, under the decree of foreclosure, on the 9th day of July, 1866, at Davenport, this company became the purchaser, pursuant to the arrangement then existing between the Chicago & Rock Island Company and the bond and stockholders of the Mississippi & Missouri Railroad Company. After the deed of the special master was approved and delivered, the last named company remained in existence only to wind up its affairs. In this connection some notice may be properly given to those who were prominent in the management of its affairs during its active existence.

John A. Dix, of New York, was a member of the board of directors, of the executive committee and president of the company during its entire existence. William B. Ogden, of Illinois, was a director from May, 1853 to June, 1862; was vice-president from May, 1853 to June, 1854, and was a member of the executive committee during the same time.

William Walcott, of New York, was a director from May 1852 until the date of his death in 1859; he was, during the same time, a member of the executive committee, and was treasurer in 1853, and from June, 1855, to June, 1858.

Thomas C. Durant, of New York, was a director from May, 1853, until the date of his resignation in 1855, and was again elected a director in 1864 to fill the vacancy caused by the resignation of Francis H. Tows.

Henry Farnam, of Connecticut, was a director from May, 1853, to the date of his resignation in 1854, and was a member of the executive committee in 1853.

Ebenezer Cook, of Iowa, was a director from May, 1853, to June, 1857, and from June, 1862, to the close of active operations in 1866. He was Vice-President of the company from June, 1854, to June, 1859; was secretary from June, 1853, until the company ceased active operations in 1866; he was a member of the executive committee from June, 1855, to June, 1857.

Joseph E. Sheffield, of Connecticut, was a director from May, 1853, to June, 1856; was a member of the executive committee from June, 1854, to June, 1856.

William G. Woodward, of Iowa, was elected a director in 1853, but resigned within a few days, and the vacancy thus caused was filled by the election of George Greene, of Iowa, who remained in the board until June, 1857.

Thomas M. Isett, of Iowa, was elected a director in 1853, and remained a member of the board until June, 1859; he was a member of the executive committee from June, 1857, to June, 1859.

Francis H. Tows, of New York, became a director in June, 1856, and remained in the board until 1864, when he resigned, and Thomas C. Durant was elected to fill the vacancy; was treasurer of the company from June, 1859, to 1863.

N. B. Judd, of Illinois, became a director in June, 1855, and remained in the board until June, 1861. He was the first solicitor of the company, and remained its general attorney for several years; was a member of the executive committee from June, 1855, until June, 1856.

Charles W. Durant, of New York, was a director from June, 1856, to June, 1857, and was, during that time, a member of the executive committee.

A. C. Flagg, of New York, became a director in June, 1857, and so remained until June, 1860; he was treasurer of the company from June, 1853, to June, 1859, and was a member of the executive committee from June, 1855, to June, 1859.

John E. Henry, of Iowa, became a director in June, 1857, and remained a member of the board until June, 1862; was re-elected in

June, 1864, and remained in the board until sometime in 1865. He was secretary of the company in 1853 and 1854.

Hiram Price, of Iowa, became a director in June, 1857, and remained in the board until the company ceased active operations in 1866; was secretary of the company from June, 1856, to June, 1863.

J. Scott Richman, of Iowa, became a director in June, 1859, and remained in the board until June, 1864.

E. W. Dunham became a director in June, 1859, and remained until June, 1861; was a member of the executive committee in 1859.

J. B. Grinnell, of Iowa, became a director in June, 1860, and remained in the board until the company ceased active operations in 1866.

Jacob S. Wetmore, of New York, became a director in June, 1861, and remained in the board until June, 1863.

Charles Tuttle, of New York, became a director in June, 1861, and remained until June, 1865; he was Vice-President of the company in 1863 and 1864, and a member of the executive committee in 1861, 1862 and 1864.

Nathon Peck, of Connecticut, became a director in June, 1862, and so remained until June 1864.

George T. M. Davis, of New York, became a director in June, 1863, so remaining until the company ceased active operations in 1866. He became treasurer of the company in June, 1863, so remaining until the close of its existence. He was a member of the executive committee in 1864 and 1866.

George Meason became a director in June, 1864, and so remained until June, 1865.

John Elliot became a director in June, 1865, and so remained until the company ceased operations. He was a member of the executive committee in 1866.

Blakely Wilson became a member of the board, and of the executive committee, in June, 1865, and so remained during the active existence of the company.

David Jones became a director in June, 1865, and so remained until the company ceased business.

George W. Stanton, Jr., became a director and member of the executive committee in 1865, and so remained until the company ceased active operations.

The first survey from Des Moines to the Missouri river was made by Grenville M. Dodge, of Iowa, as principal assistant engineer in charge of party. The field work of all of the surveys from Davenport to Council Bluffs was under the immediate direction of Peter A. Dey, who also had charge of construction from Iowa City to Kellogg. The line from Wilton, by way of Muscatine, to Washington, was located, and the work constructed, under the superintendence of S. B. Reed. B. B. Brayton made a preliminary survey, in 1853, from Davenport, by way of Muscatine, Washington and Oskaloosa, to the Missouri river near the mouth of the Platte, and had the superintendence of the construction of the road from Davenport to Iowa City. He remained in the engineering department of the company from 1853 until its property was sold.

On the 20th of August, 1866, the Chicago & Rock Island Railroad Company, of the State of Illinois, and the Chicago, Rock Island & Pa-

cific Railroad Company, of the State of Iowa, by articles of consolidation adopted in manner and form as provided by the laws of each State, did "merge and consolidate the stock of their respective companies, and make one joint stock company," and "consolidate their respective stock, and, also, their respective companies with each other, * * * and constitute them into one consolidated corporation, to be called and known by the corporate name of the "Chicago, Rock Island & Pacific Railroad Company." All of the property of such company was conveyed to the consolidated corporation, which assumed all the powers and franchises which could be held or exercised by either of the constituents under the laws of the State by virtue of which it existed.

The articles of consolidation declared that the board of directors should consist of thirteen members, and that the then present directors of the Chicago & Rock Island Railroad Company "shall be the directors of "said consolidated railroad company until the next election," and that "the several officers of the Chicago & Rock Island Railroad Company, "at the time of the execution of these presents, shall be the like officers "in the said consolidated company during the pleasure of the Board of "Directors thereof." The Board of Directors consisted of Charles W. Durant and Clark Durant of New York, John F. Tracy of Illinois, Ebenezer Cook of Iowa, E. W. Dunham, Thomas T. Sturges, F. H. Tows, Oliver Charleck, and Robert A. Forsyth of New York, N. B. Curtis of Illinois, David Dows, Thomas C. Durant, and David Crawford, Jr., of New York. John F. Tracy was president, E. W. Dunham treasurer, and Francis H. Tows secretary. The Executive Committee consisted of John F. Tracy, E. W. Dunham, David Dows, C. W. Durant, and Thomas T. Sturges. When the consolidation was perfected the main line extended from Chicago, Illinois, to Kellogg, in Jasper county, Iowa. The Peoria & Bureau Valley Branch extended from Bureau Junction, on the main line, to Peoria, and was held under a lease in perpetuity. The Oskaloosa Branch extended from Wilton, on the main line, by way of Muscatine to Washington. Immediate steps were taken to extend the main line to Council Bluffs on the Missouri river. It was completed and operated into Des Moines in 1867. In December in that year the management sold in the market forty-nine thousand shares of the capital stock, realizing, after paying expenses, 98½ per cent of its par value. This sale was made for the purpose of raising moneys to complete the railroad to the Missouri river. This issue of shares made the outstanding capital stock \$14,000,000. The announcement of this transaction was the signal for the commencement of many suits in New York and Chicago, in which injunctions were issued, restraining the proposed extension and especially the expenditure of any moneys realized from the new stock sold. To secure the prompt construction of the railroad, the Twelfth General Assembly of the State of Iowa passed the act approved February 11, 1868, entitled "An act providing for and requiring the early construction of the Chicago, Rock Island & Pacific Railroad from Davenport "to Council Bluffs, Iowa, upon certain conditions therein named." (Acts of the Twelfth General Assembly, Chap. 13, re-printed in appendix to First Annual Report of the Board of Railroad Commissioners, p. 39).

The act expressly recognizes the validity of the consolidation, which was assailed in the suits above mentioned; re-grants to the consolidated company the lands which were granted to the State by the act of May 15, 1856, and by the State to the Mississippi & Missouri Railroad Company; reserves to the State the power to regulate rates to be charged for the transportation of persons and property; provides for a forfeiture of all corporate rights and franchises acquired under the laws of the State, and all lands granted to aid in the construction of the road if the company shall neglect to comply with the requirements of the act. It also ratified the issue of the forty-nine thousand shares of capital stock, and required the expenditure of the proceeds realized from the same in the construction of the road. The election of a Board of Directors was postponed for one year. By a joint resolution, passed at the same session, the Attorney-General was required to institute appropriate suits to enforce observance of these requirements, and a suit in compliance with the resolution was instituted in the District Court of Scott county. The litigation terminated in the summer of 1868, and the main line was completed in June, 1869—within the time limited by the act.

In the case of *The People of the State of Illinois, ex rel., Charles H. Beryhill v. The Chicago, Rock Island & Pacific Railroad Company*, pending during the controversy arising from the sale of the 49,000 shares of stock, the validity of the consolidation was directly assailed, and was as directly sustained by the judgment of the court.

Two acts were passed by Congress, one in 1866, and the other in 1867, authorizing the construction of a new bridge over the Mississippi river, between Davenport and Rock Island, and providing for the transfer of the railroad track to another location and the removal of the then existing bridge from the river. Nothing in the direction of construction was accomplished until after the passage of the joint resolution of July 20, 1868. It ordered the commencement of the work and provided "that the ownership of said bridge shall be and
"remain in the United States, and the Chicago, Rock Island & Pacific
"Railroad Company shall have the right of way over said bridge for
"all purposes of transit across the island and river; and upon the con-
"dition that the said railroad company shall pay to the United States,
"first, half of the cost of the superstructure of the bridge over the
"main channel, and half of the cost of keeping the same in repair;
"and shall also build at its own cost the bridge over that part of the
"river which is on the east side of the island of Rock Island, and also
"the railroad on and across the said island of Rock Island; and upon
"a full compliance with these conditions, the said railroad company
"shall have the use of said bridge for the purposes of free transit, but
"without any claim to the ownership thereof; and said railroad com-
"pany shall, within six months after such new bridge is ready for use,
"remove their old bridge from the river, and the railroad track from
"its present location on the island of Rock Island." A further proviso secures to any other company the right to use the bridge upon refunding to the Government and to the Chicago, Rock Island & Pacific Railroad Company each its proportional share of the cost of construction and maintenance. A contract of guaranty was executed, as

required by the joint resolution. The bridge has been constructed, the railway over the island transferred, and the old bridge removed.

After the passage of the act of June 2, 1864, authorizing a modification of the line of the unfinished portion of the road, the location of the line west of Des Moines was changed in such manner as to bring the twenty mile limit under the act of 1864, south of the fifteen mile limit under the act of 1856. About 1871, a question arose as to the effect of this action upon the lands lying north of the new twenty miles limit. It was argued by some that these lands were abandoned by the company and again became public lands of the United States, subject to homestead and pre-emption entry. The company, on the other hand, claimed that the grant of 1864 was an additional, instead of a substitutional grant, and did not effect its title under the act of 1856. Several hundred persons settled upon the lands and made application at the local land offices to enter them. The applications were denied, and the ruling of the local officers affirmed by the Commissioner of the General Land Office. (Hon. Willis Drummond). The company discovered, however, that there had not been a literal compliance with the terms of the act of 1864 in the transfer of that grant, and for the purpose of settling the question raised, and avoiding one which it was apprehended would be raised, applied to Congress for "an act to quiet the title to certain lands in the State of Iowa," which was passed and became a law on the 31st day of January, 1873. (17 Stat. at Large, p. 421). It confirmed to the Mississippi & Missouri Railroad Company and to the Chicago, Rock Island & Pacific Railroad Company, as its successors, "the title to the lands in the State of Iowa heretofore approved and certified by the Department of the Interior for railroad purposes, to aid in the construction of a railroad from the city of Davenport *via* Iowa City to Council Bluffs, under the grants made by Congress, according to the adjustments thereof made at the General Land Office." The act contained the proviso: "That this act shall be construed as conveying only any reversionary or other interest which the United States may have in said lands, and all lands settled upon in good faith and now occupied by homestead and pre-emption settlers, shall be excluded from the operations of this act." Many persons who had settled upon the land, including some who had made settlement while the bill was pending, claimed that their cases were within the proviso, and again made application as homestead pre-emptors. In compliance with instructions from the General Land Office, the local officers refused their applications, but allowed an appeal to the Commissioner of the General Land Office. The case of Andrew L. Bell was taken up with others. The Commissioner of the General Land Office (Hon. S. S. Burdett), sustained the application and ordered that the certificate should issue. From this decision the railroad company appealed to the Secretary of the Interior, who, on the 31st of August, 1876, transmitted to the General Land Office an opinion reversing the ruling of the Commissioner, and holding that Congress did not, by the act of June 2, 1864, intend to substitute other lands for those granted by the act of May 15, 1856, and that the title to the lands granted by the last named act remained in the State and its grantee. The same question was raised in the case of Drury v. Hollenbeck, in the Circuit Court of the United States,

District of Iowa. The plaintiff claimed title under a conveyance from the railroad company and the title of the company rested upon the grant of 1856. The court held (Judge Dillon and Love), that the grant of 1864 was an additional and not a supplemental grant, and that if this were not so, Congress had no power even with the consent of the Mississippi & Missouri Railroad Company to reserve the grant of 1856, otherwise than as therein provided, as the lands had been mortgaged, and such resumption would impair the vested right of the mortgagees.

The company then commenced numerous actions of right against the settlers, and the settlers appealed other cases to the Commissioner of the General Land Office. The company's title was sustained by the decisions of the Circuit and District Courts of the State in the actions of right and by the ruling of the Commissioner of the General Land Office. The settlers appealed in the cases of the Chicago, Rock Island & Pacific Railroad Company v. Grinnell, and of the same plaintiff against twenty-three other defendants in as many other cases—in all twenty-four cases. They also appealed from the decision of the Commissioner to the Secretary of the Interior. The appeals to the Supreme Court of the State of Iowa have been determined and the title of the company sustained. From these decisions appeals have been taken to the Supreme Court of the United States. These appeals, with that to the Secretary of the Interior, are yet pending. So far the company's title is sustained by the decisions of the Executive Department of the United States, the Circuit Court of the United States, the Circuit and District Courts of Audubon and Shelby counties, and the Supreme Court of the State. As the Supreme Court of the United States is the tribunal of last resort, the question must be finally settled by its decision in the cases now pending.

"An act to restore certain lands in Iowa to settlement under the 'homestead law, and for other purposes,' was passed by the Forty-fifth Congress. It directed the Secretary of the Interior 'to restore to settlement under the pre-emption and homestead laws, by published notice, all vacant unappropriated lands heretofore withdrawn for the Mississippi & Missouri Railroad Company in the State of Iowa, situated more than twenty miles from the amended line of route as located under the act approved June 2, 1864,' except lands 'embraced in the confirmatory act approved January 31, 1873, entitled 'an act to grant title to certain lands in the State of Iowa.' As the act last named 'embraced' all lands which had been 'certified,' this by its terms excludes all such lands though situated more than twenty miles from the new line. In the execution of this law the Commissioner has restored to homestead and pre-emption entry 554.89 acres of land which had been withdrawn for the Mississippi & Missouri Railroad Company, but never certified to the State, and which were, in fact, more than twenty miles from the new, as well as over fifteen miles from the old line. It is understood that the Chicago, Rock Island & Pacific Railroad Company interposed no objection to the enactment of the law and does not contest its execution.

Two companies were existing in 1869 under the name of the Chicago & Southwestern Railway Company. One was incorporated under the laws of the State of Missouri, the other under the laws of the State

of Iowa. In that year they were consolidated without change of name in manner and form as prescribed by the laws of both States. The consolidated company completed its road extending from Washington on the Oskaloosa branch of the Chicago, Rock Island & Pacific Railroad to a point on the Missouri river opposite the city of Leavenworth, and connection was made with Leavenworth by the construction of the Kansas and Missouri bridge and the Fort Leavenworth Railroad, extending from the western terminus of the bridge over the military reservation to a point near the limits of the city. For the purpose of raising money to be used in its construction it issued its bonds, the principal of which amounted to five millions of dollars, the payment of which was secured by a mortgage upon the railroad extending from Washington to the point near Leavenworth, with a guaranty of the payment of both principal and interest by the Chicago, Rock Island & Pacific Railroad Company. The company was induced to execute this guaranty by the option given it of a perpetual running arrangement whereby the entire business of the new road would be secured to its own line. The mortgage provided that if the Chicago & Southwestern Company failed to pay either the principal or interest, and the Chicago, Rock Island & Pacific should be compelled to pay the same in the performance of its contract of guaranty, it should be subrogated to the rights of the holders, subject however to liability upon the outstanding unpaid bonds and coupons. As the road was constructed it was turned over to the Chicago, Rock Island & Pacific Company for operation on account of the Southwestern Company. The main line was completed in 1871. While it was being constructed a branch from Edgerton Junction to a point on the Missouri river opposite Atchison was also built. Bonds to the amount of one million dollars principal were issued for this purpose, but the Chicago, Rock Island & Pacific Company did not in any wise become liable upon the same for either principal or interest. Within a short time after the completion of the main line, the Chicago & Southwestern Company ceased to pay interest upon either class of bonds. The coupons of the main line bonds were paid by the Chicago, Rock Island & Pacific Company at maturity, as required, and the trustees in the first mortgage proceeded with the foreclosure. Proceedings were commenced in March, 1874, in the Circuit Court of the United States for the District of Iowa. A number of the Atchison branch bondholders intervened and resisted the application for the foreclosure, claiming that the Chicago, Rock Island & Pacific Company had assumed the payment of the principal and interest of their bonds as well as those of the main line. The cause was tried in August, 1875, and a decree entered declaring that there was no liability upon the part of the Chicago, Rock Island & Pacific Company for either principal or interest of the Atchison branch bonds, and ordering a foreclosure of the mortgage as to it, and the same as to the main line. From this decree appeal was taken to the Supreme Court of the United States, by the intervenors, and upon the hearing in that court the decree of the Circuit Court was affirmed. While the case was pending in the Supreme Court of the United States, no superseas having been issued, the property was sold to the Iowa Southern & Missouri Northern Railroad Company, a corporation organized on the 29th of August, 1876, with power to purchase this property as well

as that of the Des Moines, Indianola & Missouri, and the Des Moines, Winterset & Southwestern Railroad Companies. The sale of the Chicago & Southwestern main line to the Iowa Southern & Missouri Northern Company, was made on or about the 1st day of November, 1876. The sale was ratified and confirmed by the court.

In 1872 the Oskaloosa Branch was extended from Washington to Sigourney, the county seat of Keokuk county: in 1875 to Oskaloosa, the county seat of Mahaska county, and in 1876 to Knoxville, the county seat of Marion county.

In 1871 the Des Moines, Indianola & Missouri Railroad Company commenced the construction of its road from a point on the main line of the Chicago, Rock Island & Pacific railroad in the city of Des Moines to Indianola. It issued bonds for money to be used in its construction amounting to the sum of three hundred thousand dollars, which bonds were secured by a first mortgage upon the entire property. The Chicago, Rock Island & Pacific became the owner of the bonds and commenced the operation of the road upon agreeing to apply the net earnings to the payment of the interest on the bonds. The net earnings of the line were not sufficient to pay in full the interest accruing, and proceedings for foreclosure of the mortgage are now pending in the Circuit Court of the United States for the District of Iowa. During the pendency of these proceedings the company sold and conveyed its railroad, subject to the mortgage and to the lease to the Chicago, Rock Island & Pacific Company, to the Iowa Southern & Missouri Northern Railroad Company.

In 1872 the Des Moines, Winterset & Southwestern Railroad Company constructed a railroad from Somerset station on the line of the Des Moines, Indianola & Missouri Railroad to Winterset, in Madison county. It issued bonds to the amount of five hundred thousand dollars secured by a mortgage upon its entire property. It leased its line to the Chicago, Rock Island & Pacific Company in perpetuity, about the time the same was completed, upon the usual terms, the lessee undertaking however to apply thirty per cent of the gross earnings to the payment of the interest that would accrue upon the bonded debt, and the surplus, if any should remain, to the company. Default having been made in payment of the interest, foreclosure proceedings were instituted in the Circuit Court of the United States for the District of Iowa, and decree entered ordering a foreclosure at the October term in 1876.

The Fort Leavenworth Railroad Company in June, 1878, leased its line extending from the western terminus of the Kansas and Missouri bridge over the military reservation to the corporate limits of the city of Leavenworth, to the Iowa Southern & Missouri Northern Railroad Company. This lease is in perpetuity.

In 1878 the Atlantic & Audubon Railroad Company was organized with power to construct and operate a railroad from a point on the line of the Chicago, Rock Island & Pacific Railroad at or near Atlantic, in a northerly direction in the valleys of the Nishnabotna river and Blue Grass creek in Audubon county. The road was constructed in the year named and leased to the Chicago, Rock Island & Pacific Railroad Company, for a term of forty-nine years and six months,

commencing on the 1st day of December, 1878. It is now operated under the lease by the lessee.

In the same year the Avoca, Harlan & Northern Railroad Company was organized with power to build and operate a railroad from some point on the line of the Chicago, Rock Island & Pacific Railroad at or near Avoca in Pottawattamie county, by way of Harlan in Shelby county, to some point not yet fixed. The road was completed late in 1878 from a point near Avoca to Harlan, and was leased for a term running through the corporate existence of the lessor, to the Chicago, Rock Island & Pacific Railroad Company. It is now operated by the lessee.

The Atlantic & Southern Railroad Company has been recently organized for the construction of a railroad from Atlantic in Cass county, in a southerly direction, down the valley of the Nishnabotna, to a point and for a distance not yet determined. It is understood that it is being constructed by the Chicago, Rock Island & Pacific Company and will be operated by it under a perpetual lease.

The Avoca, Macedonia & Southern Railroad Company has been organized to build a railroad from Avoca on the main line of the Chicago, Rock Island & Pacific Railroad by way of Macedonia to some point on the southern or western line of the State of Iowa. It is understood that the road when completed will be controlled by the Chicago, Rock Island & Pacific Company.

In June, 1877, the Iowa Southern & Missouri Northern Railroad Company leased to the Chicago, Rock Island & Pacific Railroad Company, for a term commencing on the 1st day of April, 1877, and continuing during its corporate existence, the railroad formerly known as the main line of the Chicago & Southwestern Railway, from Washington in the State of Iowa, to the terminus on the Missouri River opposite the city of Leavenworth in the State of Kansas; the Fort Leavenworth Railroad in Kansas, the Des Moines, Indianola & Missouri Railroad and the Des Moines, Winterset & Southwestern Railroad after the same shall be acquired by the lessor.

The Keokuk & Des Moines Railway, "extending from the terminus "in the city of Keokuk in the State of Iowa, to and including the "terminus on the west side of the Des Moines River in the city of "Des Moines, in said State, and being situated in the counties of Lee, "Van Buren, Davis, Wapello, Mahaska, Marion, Jasper and Polk, in "said State" was, on the 14th day of May, 1878, leased to the Chicago, Rock Island & Pacific Railroad Company, for a term commencing on the 1st day of October, 1878, and continuing during the remainder of the corporate existence of the lessor—about forty-five years. The lease was ratified by the stockholders of each company, and possession taken by the lessee on the first day of October.

September 30, 1879, a contract of lease was entered into between the Burlington, Cedar Rapids & Northern Railroad Company and the Chicago, Rock Island & Pacific Railroad Company, by which the first named leased to the last its main line of railroad extending from Burlington in the State of Iowa, to Albert Lea in Minnesota; its Milwaukee Division extending from Linn station on the main line to Postville; its Pacific Division extending from Vinton, Benton county, to Holland in Grundy county; its Muscatine Division extending from Muscatine

to Riverside; the Chicago, Clinton & Western Railroad to extend from Clinton to Iowa City (a portion only completed) and the Iowa City & Western Railroad, to be completed from Iowa City to What Cheer. This lease expires in June, 1880, if not ratified by the vote of a majority in amount of the stock of each company. When ratified the term will be in perpetuity. No vote has yet been had by either upon the question of ratification.

The company also owns and operates a branch from its main line near Englewood and extending to the Calumet river and the South Chicago Harbor. This was constructed in 1874, and is known as the South Chicago Branch.

James Grant, of Iowa, was a director in the Chicago & Rock Island Railroad Company from its organization in 1850 until his resignation, December 20, 1853; was president of the company from November 12, 1850, to December 22, 1851. He was vice-president from December 22, 1851, until he retired from the board, as before stated, and was a member of the executive committee from May 25, 1853, until his resignation.

Ebenezer Cook, of Iowa, was a member of the board of directors of the Chicago & Rock Island Company from November 12, 1850, until the consolidation, in August, 1866; he continued a member of the consolidated company until his death, in October, 1871. He was vice-president of the consolidated company from June 4, 1870, until his death; was secretary of the consolidated company from March 28, 1868, until June 4, 1870. He was a member of the executive committee of the consolidated company from March, 1868, until his death.

John F. Tracy, of Illinois, as the record discloses, was appointed assistant Superintendent December 19th, 1854, and in 1855 was the general superintendent. He became a director of the company June 6, 1856, and so continued until the consolidation, August 20, 1866. He continued a director of the consolidated company until his resignation, April 13, 1877. He was elected vice-president of the Chicago & Rock Island Company June 5, 1863, and so continued until June 20, 1866, when he was elected president of the company, and so continued until the consolidation in August, 1866. Thereafter he was president of the consolidated company until his resignation, April 13, 1877. He was a member of the executive committee of the Chicago & Rock Island Company from June 6, 1856, until the consolidation, and remained a member thereafter until his resignation, as above stated.

David Dows, of New York, became a member of the board of directors of the Chicago & Rock Island Company June 6, 1857, and so continued until the consolidation, in August, 1866. He remained a director of the consolidated company until he resigned, March 26, 1868, when E. A. McNair, of Iowa, was elected to fill the vacancy. Mr. McNair resigned June 5, 1868. Mr. Dows was re-elected to fill the vacancy, and has, from that time, continued a member of the board. He was elected vice-president of the consolidated company, April 16, 1877, to fill the vacancy caused by the promotion of Hugh Riddle, of Illinois, to the presidency, and has so continued from that time. He became a member of the executive committee of the Chicago & Rock Island Company June 8, 1860, and has remained a member of the committee of that company and its successor, the consolidated

company, until the present time, with the exception of the brief period in 1868 during which he was not a member of the board.

E. W. Dunham, of New York, became a member of the board of directors of the Chicago & Rock Island Company June 6, 1857, and so remained until the consolidation, in August, 1866. He continued in the board of the consolidated company until he resigned, March 25, 1868. He was vice-president of the Chicago & Rock Island Company from June 27, 1859, until June 8, 1860. He became treasurer of that company June 25, 1858, and so continued until March 26, 1864. He was a member of the executive committee of the Chicago & Rock Island Company from June 6, 1857, to March 28, 1867.

William F. Coolbaugh, of Illinois, was elected March 25, 1868, to fill a vacancy caused by the resignation of Clark Durant. He resigned March 30, 1868. His resignation was accepted April 10, 1868. He was a member of the executive committee while a member of the board and was, during the same time, and a short time thereafter, treasurer of the company.

E. A. McNair, of Iowa, was elected March 25, 1868, to fill a vacancy caused by the resignation of David Dows. He resigned June 5, 1868. He was a member of the executive committee while a member of the board.

B. F. Allen, of Iowa, was elected March 25, 1868, to fill a vacancy caused by the resignation of T. T. Sturges, and continued a director until June 7, 1875, when he resigned. He was also a member of the executive committee from March 27, 1868, until June, 1876, when he resigned.

George L. Davenport, of Iowa, was elected a director April 10, 1868, and continued a director until he resigned, February 27, 1877.

A. Kimball, of Iowa, was elected April 10, 1868, and resigned June 5, 1868.

William L. Scott, of Pennsylvania, became a director of the consolidated company June 2, 1869, and yet remains in the board; has been a member of the executive committee since June 5, 1872.

Henry H. Porter, of Illinois, became a director June 2, 1869, and yet remains in the board.

A. G. Dulman, of New York, became a director June 1, 1870, and still continues a member of the board.

Hugh Riddle, of Illinois, was appointed general superintendent in 1869, and became a director June 2, 1871, and yet remains in the board. In October, 1871, he was elected to succeed Ebenezer Cook, vice-president, and March, 1877, was elected president to succeed John F. Tracy, who had resigned. He is yet president of the company. He has also been a member of the executive committee since June, 1872.

P. L. Cable, of Illinois, became a member of the board June 7, 1876, and resigned February 27, 1877.

Sidney Dillon, of New York, was elected March 13, 1877, to fill a vacancy, and yet remains in the board.

Jay Gould, of New York, was elected March 13, 1877, to fill a vacancy, and yet remains in the board.

R. R. Cable, of Illinois, was elected June 4, 1877, to fill a vacancy occasioned by the death of John F. Tracy, and yet remains in the board.

R. P. Flower, of New York, was elected June 7, 1876, and yet remains in the board. He became a member of the executive committee, June, 1879.

Benjamin Brewster, of New York, was elected June 6, 1877, and yet remains in the board.

George G. Wright, of Iowa, was elected April 12, 1879, to fill a vacancy caused by the resignation of F. L. Ames.

The company is now organized as follows:

DIRECTORS.

David Dows, of.....	New York.
Francis H. Tows, of.....	New York.
A. G. Dulman, of.....	New York.
Charles R. Marvin, of.....	New York.
Sidney Dillon, of.....	New York.
Jay Gould, of.....	New York.
R. P. Flower, of.....	New York.
Benjamin Brewster, of.....	New York.
William L. Scott, of.....	Pennsylvania.
Hugh Riddle, of.....	Illinois.
H. H. Porter, of.....	Illinois.
R. R. Cable, of.....	Illinois.
George G. Wright, of.....	Iowa.

EXECUTIVE COMMITTEE.

Hugh Riddle.....	Chicago.
David Dows.....	New York.
William L. Scott.....	Erie, Pennsylvania.
Francis H. Tows.....	New York.
R. P. Flower.....	New York.

GENERAL OFFICERS.

Hugh Riddle, President.....	Chicago.
David Dows, Vice-President.....	New York.
R. R. Cable, Assistant to the President.....	Rock Island, Illinois.
F. H. Tows, Secretary and Treasurer.....	New York.
A. F. Gilson, Assistant Secretary and Auditor...	Chicago.
W. G. Purdy, Local Treasurer.....	Chicago.
Commercial Exchange Bank, Register of Stock..	New York.

OPERATING DEPARTMENT.

A. Kimball, General Superintendent.....	Davenport, Iowa.
A. Manvel, Assistant General Superintendent and Purchasing Agent.....	Chicago.
H. F. Royce, Superintendent Iowa Division.....	Des Moines, Iowa.
F. K. Hain, Supt. Keokuk & Des Moines Div....	Keokuk, Iowa.
Geo. F. Walker, Supt. Southwestern Division....	Trenton, Missouri.
A. R. Swift, Superintendent Telegraph.....	Chicago.

FREIGHT DEPARTMENT.

John S. Sanford, Freight Traffic Manager.....	Chicago.
William M. Sage, General Freight Agent.....	Chicago.

PASSENGER DEPARTMENT.

E. St. John, General Ticket and Passenger Agent..	Chicago.
---	----------

LAW DEPARTMENT.

Thomas F. Withrow, General Solicitor.....Chicago.
Cook & Richman, Division Solicitors.....Davenport, Iowa.
Wright, Gatch & Wright, Division Solicitors.....Des Moines, Iowa.
Shanklin, Low & McDougal, Div. Solicitors.....Trenton, Missouri.

LAND DEPARTMENT.

J. Louis Drew, Commissioner.....Davenport, Iowa.

•

THE DUBUQUE & DAKOTA RAILROAD.

This company was organized in 1878, and having acquired title to the grade of the Iowa Pacific Railroad, from Fayette Junction, Fayette county, through Bremer, Butler, Franklin and Wright counties, to Belmond in the latter county, its management proceeded to construct and complete forty-one miles of road, from Waverly westward, to Hampton. The company has authority to build a road from Dubuque to the northern and western boundaries of Iowa, with any branches. The capital stock is limited to \$15,000 per mile of completed road, and it is authorized to issue forty-year six per cent mortgage bonds. July 1, 1879, the company certified to the trustee for the mortgage that twenty miles had been constructed, whereupon \$200,000 of bonds were issued, and when twenty-one miles additional had been completed, \$210,000 more bonds were issued. Up to July 1 all work done was paid for by individuals interested in the enterprise. The principal of the bonds is payable July 1, 1919, both principal and interest payable in gold. The total amount authorized is \$4,000,000, and will be guaranteed (as issued on completed road), by the Dubuque & Sioux City Railroad Company. The company have fifty-three miles more of grade in the counties above named on which track is to be laid another year. The telegraph line along the completed road is owned by the railroad company.

The present board of directors are:

James A. Roosevelt, Morris K. Jesup, Mason Thompson and John B. Dumont, of New York; Henry L. Stout, Caleb H. Booth and Rufus E. Graves, of Dubuque.

J. B. Dumont.....President.
C. H. Booth.....Manager.
R. E. Graves.....Secretary.

Principal office at Dubuque, Iowa.

IOWA FALLS & SIOUX CITY RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Iowa Falls & Sioux City Railroad Company. The company was organized in the fall of 1867. The first board of directors was composed of the following persons:

DIRECTORS.

John I. Blair	Blairstown, New Jersey.
Platt Smith	Dubuque, Iowa.
John F. Duncombe.....	Ft. Dodge, Iowa.
Wm. W. Walker	Cedar Rapids, Iowa.
<hr/>	
John I. Blair	President.
Platt Smith	Vice-President.
W. W. Walker	Treasurer.
Joseph Herod	Secretary.
John F. Duncombe.....	Attorney.

By agreement with the Dubuque & Sioux City Railroad Company, bearing date January 7, 1868, so much of the Dubuque & Sioux City Railroad as then remained to be constructed, including the franchises, right of way, depot grounds, grading, maps, profiles, and the *pro rata* of six sections per mile of the lands granted by Congress to aid in the construction of said road, were sold, transferred and conveyed to the Iowa Falls & Sioux City Railroad Company. In consideration of this transfer the latter company agreed, among other things, to take immediate possession of the roadway and work and prosecute the same to completion as rapidly as possible, and complete the road as might be required by acts of Congress and by acts of the General Assembly of the State of Iowa. At the date of this agreement the Dubuque & Sioux City Railroad Company had completed the road to Iowa Falls, and hence the construction of the road west of that point became incumbent upon the Iowa Falls & Sioux City Railroad Company, and all the benefits accruing therefrom, including the *pro rata* of the land grant, inured to this latter company. This agreement between the companies was subsequently fully ratified and confirmed by act of the General Assembly of Iowa, approved April 7, 1868 [see chapter 124 of the laws of the Twelfth General Assembly]. Besides ratifying and confirming the agreement between the companies, this act also provided for the method and time of patenting the lands accruing to the Iowa Falls Company, and subjected the road as fast as it should be completed in sections of twenty miles to the lease of the Illinois Central Railroad, and provided that the road should be operated as one continuous line from Dubuque to Sioux City. Under these arrangements the Iowa Falls & Sioux City Railroad Company vigorously prosecuted the work of constructing the road west of Iowa Falls and completed it to Ft. Dodge in August, 1869. The remaining portion of the line between Ft. Dodge and Sioux City was accepted by the Illinois Central, and possession taken under the lease October 10, 1870, the performance of certain work claimed to be necessary to the completion of the road being afterward done and settled for by agreement.

The road has been operated continuously by the Illinois Central Railroad under this lease to the present time.

The Iowa Falls & Sioux City Railroad Company has not purchased or leased any connecting lines, nor has it been the direct subject of any special legislation, excepting as above stated.

The other items of interest connected with the road requested in your letter are believed to be fully stated in the annual report made a short time since, and to avoid repetition reference is respectfully made to that report.

HORACE WILLIAMS, *President*.

IOWA MIDLAND RAILWAY COMPANY.

Organized March 2, 1870.

Leased to the Chicago & Northwestern Railway Company, September 7, 1870.

Construction.—In 1871, from Clinton to Anamosa, 68.80 miles.

KEOKUK & DES MOINES RAILWAY COMPANY.

The Keokuk, Fort Des Moines & Minnesota Railroad Company was incorporated at Keokuk in 1853. In 1864 the name of the company was changed to "The Des Moines Valley Railroad Company" without change of ownership. In 1873 the road, with all its rights and franchises, was sold under foreclosure of mortgage and purchased by a committee of bondholders, by whom it was transferred to a new company incorporated under the name of "The Keokuk & Des Moines Railway Company." It was operated by this company from November 11, 1873, to October 1, 1878, at which date the road and equipment passed into the possession and control of the Chicago, Rock Island & Pacific Railroad Company as lessee for a term of forty-five years.

The road, commencing at Keokuk, was completed to Bentonsport in 1857; was extended to Ottumwa in 1859, and to Des Moines in August, 1866, being the first railroad to reach the State capital.

MAPLE RIVER RAILROAD.

In reply to the circular letter of your Secretary, Mr. J. S. Cameron, dated the 20th of August last, I have the honor to report the following facts respecting the Maple River Railroad Company. The company was organized as a branch of the Cedar Rapids & Missouri River Rail-

road the 10th day of June, 1876. The first board of directors was composed of the following persons:

John B. Alley.....	Lynn, Massachusetts.
Fred. L. Ames	North Easton, Massachusetts.
John I. Blair	Blairstown, New Jersey.
James Blair.....	Scranton, Pennsylvania.
Wm. T. Glidden	Boston, Massachusetts.
Fred. Nickerson.....	Boston, Massachusetts.
Horace Williams.....	Clinton, Iowa.

The officers of the company were—

Horace Williams.....	President.
James Blair.....	Vice-President.
Henry V. Ferguson	Secretary.
David P. Kimball	Treasurer.

EXECUTIVE COMMITTEE.

Horace Williams.	John I. Blair.	Wm. T. Glidden.
------------------	----------------	-----------------

The construction of the road was commenced in October, 1876, and the line was fully completed to its present terminus at Mapleton, a distance of 60.15 miles, in November, 1877.

On the 17th of June, 1879, this company acquired the right of way and road-bed of the Sac City & Wall Lake Railroad, and during the summer and fall of the present year (1879) has completed the same from Wall Lake to Sac City, a distance of about 13 miles, as a branch of its main line. The said branch is being operated by the Chicago & Northwestern Railway Company on the same terms as the main line of the Maple River Railroad.

The company has had no land grant. There has been no special legislation affecting this company.

The other items of interest connected with the road, requested in your letter, are believed to be fully stated in the annual report made a short time since, and to avoid repetition reference is respectfully made to that report.

HORACE WILLIAMS, *President.*

SIoux CITY & DAKOTA RAILROAD COMPANY.

Sioux City gave birth to the Sioux City & Pembina Railway Company September 8, 1870, and the original corporation consisted of W. W. Walker, George Douglas, J. Cleghorn, J. P. Allison, T. J. Stone, S. T. Davis, and A. W. Hubbard, and their associates. Their idea was to run the road due north to Pembina or some other point in the valley of the Red River of the North—hence the name—a most fertile country holding out every inducement for such an undertaking.

S. T. Davis was appointed to look after the right of way, aid, etc., under the order of the executive committee, and have the surveys made, which was done as far as Sioux Falls, D. T., some 87 miles from Sioux City. Aid of five per cent was asked to be voted in all the townships, and three per cent in Sioux City township, which was done.

In January, 1872, the Dakota Southern Railroad Company, a road in course of construction from Sioux City to Yankton under the contractors, Wicker, Meckling & Co., of Chicago, who, laboring under some difficulties with regard to a good approach for their line into Sioux City, were eventually induced to lease the line of the Sioux City & Pembina Railroad Company from Sioux City to Big Sioux river, all in Iowa, running some 57 miles, which was graded by contractors W., M. & Co., and ironed. The first spike was driven August 12, 1872, and the first train run to Elk Point, D. T., October 19, 1872.

In the latter part of 1875 the Sioux City & Pembina Railroad Company built their line from Davis Junction, on the D. S. R. R. line, 13.2 miles from Sioux City, running up to Portlandville, some 16.5 miles north in Iowa, which line, when completed, was operated and eventually bought by the D. S. R. R. Co., in June, 1878. The latter company, with Hon. C. G. Wicker as President and General Manager, and then the only remaining owner of all the stock, etc., of both lines, namely, D. S. R. R. and the Sioux City & Pembina Railroad, decided to build to Beloit, Iowa, which was completed January 1, 1879, and the Sioux City & Pembina was bonded for \$300,000. Since then the Hon. C. G. Wicker has associated himself with an eminent railroad man of Iowa and other States, namely, the Hon. John I. Blair, and they have decided to run for the present to Sioux Falls, D. T., which will be completed about the middle of October, 1879. The above gentleman, Mr. Wicker, who has had, it may be said, the almost entire control of both these lines—in both construction and operating—for nearly eight years, is from Chicago, where he has always held high standing as merchant and railroad contractor. The two roads, of which we have given this short recital, were, on September 2, 1879, merged into one line under the style of the Sioux City & Dakota Railroad Company. The officers, all residents of Sioux City, are as follows:

C. G. Wicker	General Manager.
Geo. E. Merchant	General Superintendent.
A. W. Hubbard	Secretary.
C. H. Longman	Treasurer and Auditor.
N. H. Briggs	Assistant Superintendent.

This branch (lately the Sioux City & Pembina Railroad) runs nearly parallel with the Big Sioux river, making Sioux Falls its northern terminus.

STANWOOD & TIPTON RAILWAY.

Organized July 31, 1872.

Construction.—In 1872, from Stanwood to Tipton. 8.50 miles; owned and operated by the Chicago & Northwestern Railroad Company.

MEMORIAL

LOOKING TO UNIFORM RAILROAD BOOK-KEEPING AND OFFICIAL RETURNS.

In the first annual report of this Board, pp. 73, 74, 75, the action of a National Convention of Railroad Commissioners, held at Columbus, Ohio, is set forth. One of the purposes of this convention was to devise methods by which uniformity of railroad accounts and making returns could be effected. A committee of five was appointed to consider the matter and report at the next meeting of the convention. The next convention was held at Saratoga, New York, June 10, 1879, to which the committee made report, and by which it was approved. Not only the *form* of the returns was deemed essential, but the *time of making them* as well. After due consideration of the matter the same committee was re-appointed to prepare a memorial on the subject of uniform railroad accounts and returns for presentation to the legislatures of the several States, and to urge upon them the adoption of its recommendations. The committee prepared the memorial, and it is appended below. This Board, however, takes occasion to observe that the law of Iowa already defines the railroad year as commencing July 1 and ending June 30, which is in exact accordance with the recommendation of the memorial. It also clothes the Commissioners with power to fix the form of the returns which the railroad companies are required to make, and, hence, both of these recommendations of the memorialists have already been anticipated. The enactment of a law making it the duty of the railroad companies to keep their accounts in any exact *form*, leaving them no discretion, would be an experiment which we hesitate to recommend. Yet we realize the vast importance to the State, the railroad companies and the Commissioners of uniform accounts, and cannot too strongly urge upon the managers of all our railroads the voluntary adoption of a uniform system of book-keeping.

THE MEMORIAL.

To the Legislatures of the various States of the Union:

GENTLEMEN—At a meeting of Railroad Commissioners held at Columbus, Ohio, on the 12th day of November, 1878, it was voted that a committee

of five be appointed to mature a form of returns and system of uniform railroad book-keeping so far as the same is practicable, and that the said committee be instructed to invite the co-operation of the leading railroad accountants of the country in the performance of this duty, and that they report at the next meeting of this convention. This was the first general attempt to unite in this work the authority requiring such returns and the corporations by whom they were to be made, and the universal approval with which it was received was alike an indorsement of its correctness and a guaranty of its success. The committee and accountants prepared a schedule which while calling for nothing more than any railroad company ought to be able easily to furnish, will enable any one, whether investor, student, or legislator to determine for himself many of those matters which are essential to intelligent action.

This schedule was approved at the meeting of Commissioners holden at Saratoga, on the 10th of June last, as the basis upon which the returns in all the States should be made. It was however the general sentiment of the convention that the advantages of agreement in the *form* of the returns would be but partially realized unless uniformity in the *time* of making them was also secured; and after full discussion it was voted: "That in the opinion of this convention the 30th of June is the most generally convenient date for closing the yearly accounts of railroad corporations, and it is hereby recommended for adoption in all the States." It was also voted: "That the present committee on accounts be appointed to prepare a memorial on this subject to be presented on behalf of this convention to the legislatures of the several States at their next sessions, and that as Commissioners we will use our best endeavors to secure a favorable consideration of the same."

The expression of the convention we believe to be the universal sentiment of those interested in the subject in any capacity. To require that the railroad companies make their returns at a uniform time and in a uniform manner, we believe to be the most important step toward acquiring correct and exact information in regard to this greatest material interest in our country.

In accordance therefore with the vote above quoted we, as the Committee therein referred to, recommend the passage of such enactments as will fix the close of the fiscal year for railroad corporations on the 30th of June.

Dated, November 1, 1879.

Geo. M. Woodruff.....	of Connecticut.
Geo. M. Bogue.....	of Illinois.
Thos. H. Carter.....	of Virginia.
M. C. Woodruff.....	of Iowa.
A. J. Turner.....	of Wisconsin.

Committee.

COMPILATION

FROM

RAILROAD RETURNS.

TABLE I.
CAPITAL STOCK.

CHICAGO & N. W. R. Y.		1,100.75	36,812,500 00	30,000 47	36,812,500 00	16,109,655 97	21,702,844 00	36,812,500 00	10,000 00	12
G. & N. R. Y. op-		81.84	3,916,200 00	47,851 90	3,916,200 00	3,916,200 00	00	3,916,200 00	264,400 00	12
Rates		274.01	7,620,000 00	27,909 20	7,620,000 00	6,850,400 00	769,600 00	7,620,000 00	141,800 00	30
Maple River		60.16	658,000 00	10,909 32	658,000 00	658,000 00	00	658,000 00	168,900 00	6
Iowa Midland		68.80	60,000 00	726 75	60,000 00	60,000 00	00	60,000 00	200 00	2
Chicago, Rock Island & Pacific Railroad		574.34	20,960,000 00	81,111 90	20,960,000 00	20,960,000 00	00	20,960,000 00	20,800 00	7
Owned by C., I. S. & Mo. Northern R'y.		347.43	5,245,600 00	18,098 00	5,245,600 00	5,245,600 00	00	5,245,600 00	00	1
R. I. & P. } Keokuk & Des Moines		162.10	3,924,600 00	24,226 00	3,924,600 00	2,400,000 00	1,524,600 00	3,924,600 00	00	1
Des Moines & Ft. Dodge Railroad		88.00	1,843,100 00	21,960 00	1,843,100 00	1,843,100 00	00	1,843,100 00	00	1
Fort Dodge & Fort Ridgely		15.00	7,800 00	620 00	7,800 00	7,800 00	00	7,800 00	00	1
Grinnell & Montezuma		13.62	150,000 00	11,000 00	150,000 00	150,000 00	00	150,000 00	00	1
Illinois Central Railroad		142.70	4,999,960 00	35,000 00	4,999,960 00	4,999,960 00	00	4,999,960 00	17,700 00	9
City		182.69	4,628,500 00	25,178 20	4,628,500 00	4,628,500 00	00	4,628,500 00	170,500 00	13
		75.58	1,696,500 00	20,921 00	1,696,500 00	1,696,500 00	00	1,696,500 00	24,800 00	3
		3.25	60,000 00	18,460 00	60,000 00	60,000 00	00	60,000 00	60,000 00	4
		250.96	2,789,413 66	11,114 09	2,789,413 66	2,789,413 66	00	2,789,413 66	00	1
		85.00	1,460,076 00	17,177 00	1,460,076 00	1,460,076 00	00	1,460,076 00	14,325 00	6
		17.00	85,000 00	5,000 00	85,000 00	85,000 00	00	85,000 00	35,000 00	6
		42.16	2,068,400 00	19,365 28	2,068,400 00	1,809,400 00	169,000 00	2,068,400 00	69,400 00	14
Iowa		107.42	1,800,000 00	16,000 00	1,800,000 00	1,800,000 00	00	1,800,000 00	00	1
		119.30	2,800,000 00	23,673 00	2,800,000 00	2,800,000 00	00	2,800,000 00	5,000 00	1
		123.30	11,150 00	3,716 67	11,150 00	11,150 00	00	11,150 00	11,150 00	7
		3.00	00	00	00	00	00	00	00	0

* Capital Stock taken from report of 1878.

NARROW GAUGE ROADS.											
Burlington & Northwestern	83.90	138,025 89	4,071 00	.....	.....	.....	.....	.....	.....	.....	.....
Crooked Creek Railway	9.00	66,000 00	7,333 33	66,000 00	.....	.....	66,000 00	.....	25,666 00	6	2
Des Moines, Adel & Western	7.00	17 100 00	2,429 00	17,100 00	.....	.....	17,100 00	.....	17,100 00	26	26
Des Moines & Minneapolis	58.00	166,500 00	2,870 00	166,500 00	.....	.....	166,500 00	.....	166,500 00	219	219
Fort Madison & Northwestern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waukon & Mississippi	23.00	84,600 00	3,680 00	79,100 00	.....	.....	84,600 00	.....	45,000 00	153	152
Totals .....	.....	\$ 186,613,475 71	.....	\$ 185,468,449 82	\$ 147,767,879 76	\$ 37,686,070 06	\$ 140,716,513 31	\$ 1,997,041 00	17746	1500	1500

TABLE II.
DEBT.

RAILROADS.	Miles.	Funded debt.	Unfunded debt.	Total debt.	Debt per mile.	Stock and debt.	Stock and debt per mile.
Burlington, Cedar Rapids & Northern	413.26	\$ 6,500,000 00	..	6,500,000 00	\$ 15,726 00	12,000,000 00	\$ 29,036 00
Burlington & Southwestern	142.00	3,435,000 00	200,000 00	3,635,000 00	25,972 00	5,481,700 00	38,506 00
Central Iowa	190.64	4,025,000 00	..	4,025,000 00	24,260 00	9,545,000 00	50,079 00
Chicago, Burlington & Quincy	208.10	26,763,725 00	..	26,763,725 00	..	87,743,781 51	..
Chicago, Clinton, Dubuque & Minnesota	..	400,000 00	..	400,000 00	1,922 00	5,555,600 00	31,507 00
Chicago, Milwaukee & St. Paul	1,610.00	33,074,500 00	1,495,067 90	34,569,567 90	21,448 00	62,214,381 90	38,643 00
Chicago, North & Northwestern	160.55	1,710,000 00	126,825 66	1,836,825 66	11,870 00	5,395,825 66	33,159 00
Chicago & Northwestern	1,199.75	32,195,000 00	9,008 06	32,195,000 00	27,666 59	70,000,500 53	58,350 06
Chicago, Iowa & Nebraska	31.84	575,900 00	..	575,900 00	8,270 00	4,593,100 00	55,121 90
Chicago, Rock Island & Pacific	274.01	2,514,000 00	167,632 90	2,681,632 90	12,801 06	11,401,632 90	41,611 10
Chicago, Rock Island & Pacific	60.15	453,000 00	89,706 88	542,706 88	9,188 81	1,310,706 88	20,128 13
Chicago, Rock Island & Pacific	68.80	1,350,000 00	104,044 06	1,454,044 06	21,134 36	1,504,044 06	21,861 11
Chicago, Rock Island & Pacific	674.34	10,000,000 00	..	10,000,000 00	14,830 00	30,980,000 00	45,941 30
Chicago, Rock Island & Pacific	347.43	5,000,000 00	..	5,000,000 00	14,394 00	10,345,000 00	29,492 00
Chicago, Rock Island & Pacific	162.00	2,780,000 00	..	2,780,000 00	16,976 00	6,674,000 00	41,201 00
Chicago, Rock Island & Pacific	68.00	2,175,000 00	32,700 00	2,207,700 00	26,121 00	4,053,800 00	47,101 00
Chicago, Rock Island & Pacific	15.00	59,000 00	17,000 00	76,000 00	5,733 00	93,800 00	6,263 00
Chicago, Rock Island & Pacific	13.52	100,000 00	157,000 00	257,000 00	19,600 00	417,000 00	30,600 00
Chicago, Rock Island & Pacific	142.70	862,000 00	..	862,000 00	6,110 00	5,861,950 62	41,110 00
Chicago, Rock Island & Pacific	183.59	3,947,500 00	104,404 56	4,051,904 56	16,614 43	7,676,904 56	41,792 72
Chicago, Rock Island & Pacific	75.53	1,506,500 00	..	1,506,500 00	19,933 00	3,098,000 00	40,924 00
Chicago, Rock Island & Pacific	3.25	..	..	..	..	60,000 00	18,460 00
Chicago, Rock Island & Pacific	250.98	7,456,196 64	587,519 29	8,043,715 93	32,164 77	10,962,129 59	43,278 86
Chicago, Rock Island & Pacific	65.00	1,800,000 00	..	1,800,000 00	21,176 00	3,260,075 00	38,353 00
Chicago, Rock Island & Pacific	17.00	..	..	..	..	85,000 00	5,000 00
Chicago, Rock Island & Pacific	43.16	..	..	..	..	..	..
Chicago, Rock Island & Pacific	107.42	3,266,320 00	1,249,408 00	4,515,728 00	42,945 80	6,674,218 00	61,201 06
Chicago, Rock Island & Pacific	119.90	900,000 00	..	900,000 00	7,500 00	2,700,000 00	22,600 00
Chicago, Rock Island & Pacific	123.50	2,634,240 00	..	2,634,240 00	..	5,434,240 00	..
Chicago, Rock Island & Pacific	3.00	..	..	..	..	11,160 00	5,716 67

* Stock and debt taken from report of 1878.

NARROW GAUGE ROADS.

Burlington & Northwestern	33.9	.....	66,000 00	66,000 00	1,950 00	204,025 89	6,021 00
Crooked Creek.....	9.00	.....	40,000 00	40,000 00	4,444 44	106,000 00	11,777 77
Des Moines, Adel & Western	7.00	\$ 16,000 00	.....	16,000 00	2,286 00	33,000 00	4,715 00
Des Moines & Minneapolis	58.00	298,000 00	92,718 76	390,718 76	6,786 00	557 218 76	9,606 00
Ft. Madison & Northwestern .....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern	19.70	.....	.....	.....	.....	.....	.....
Waukon & Mississippi	28.00	66,500 00	.....	66,500 00	2,891 00	151,100 00	6,591 00
Totals.....	.....	\$ 158,415,089 28	\$ 4,580,747 14	\$ 162,995,836 42	.....	\$ 348,609,312 13	.....

TABLE III.
COST.

RAILROADS.	Mile. §	Road.	Road per mile.	Equipment.	Equipment per mile.	Total of road and equip. ^a	Mile. per	Proportion for Iowa.
Burlington, Cedar Rapids & Northern	413.26					\$ 12,677,306 88	\$30,676 00	\$ 12,677,306 88
Burlington & Southwestern	142.00							
Central Iowa	190.64							
Chicago, Burlington & Quincy	208.10	\$ 6,214,692 89	\$ 29,863 49	\$ 283,826 00	\$ 1,123 62	6,443,417 39	30,907 11	5,678,838 55
	1,610.00					60,396,466 18	37,513 00	18,156,192 57
	160.65							
	1,199.75							
	81.84					72,499,586 14	60,428 89	513,645 55
	274.01					4,563,123 50	57,000 00	4,663,123 50
	60.15	2,044,480 79	17,380 00			11,368,569 85	41,580 00	11,368,569 85
	68.80	1,486,620 57	21,728 57			1,044,480 79	17,380 00	1,044,480 79
	997.00					1,496,620 57	21,728 57	1,496,620 57
been						42,784,225 77	43,071 87	28,359,984 44
	162.00					5,273,351 09	26,964 34	
	88.00					2,400,000 00	27,500 00	5,270,351 09
	15.00	775 00	5,165 66	8,500 00	566 67	86,000 00	5,753 33	86,000 00
	13.62	82,505 97	6,057 00	3,326 00	244 00	85,880 97	6,302 00	85,880 97
Illinois Central	142.70							
Dubuque & Sioux City ^a	189.69					5,730,380 96	40,137 00	5,730,380 96
	75.58					7,586,000 00	41,292 00	7,586,000 00
Co ^a	8.20	41,251 72	12,728 00	4,000 00	1,280 00	8,178,500 00	42,000 00	8,178,500 00
	250.96	9,378,871 19	36,968 00	1,231,978 21	4,909 24	45,351 72	13,963 00	45,351 72
	86.00	1,767,466 83	20,676 08	141,833 88	1,658 62	10,610,349 40	41,877 24	2,232,292 67
	17.00	88,000 00	4,888 00	2,000 00	117 00	1,899,299 71	22,944 70	338,170 80
	107.42	5,350,137 74	49,845 79			66,000 00	5,000 00	85,000 00
	119.80					5,350,137 74	49,845 79	4,007,871 93
	128.50					3,246,282 80	27,000 00	1,147,800 00
Toledo & Northwestern	8.00	50,000 00	16,666 66	3,160 00	1,033 30	5,537,774 19	37,214 69	3,073,269 30
Union Pacific						53,100 00	17,700 00	53,100 00
	24.40	156,111 62	6,504 65	57,371 65	1,945 97	188,398 27	7,849 79	188,398 27
Burlington & Northwestern	9.00	26,900 00	2,988 88	10,222 00	1,147 77	187,390 00	4,136 66	87,300 00
Crooked Creek								

^a Cost taken from report of 1878.

Des Moines, Adel & Western.....	7.00	\$ 47,129 00	\$ 6,788 00	\$ 5,071.00	\$ 724 00	\$ 52,200 00	\$ 7,457 00	\$ 52,200 00
Des Moines & Minneapolis.....	58.00	465,771 55	8,171 00	47,748 99	828 00	513,520 54	8,864 00	513,520 54
Fort Madison & Northwestern.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern.....	19.10	.....	.....	.....	.....	.....	.....	151,100 00
Waukon & Mississippi.....	28.00	134,500 00	5,848 80	16,600 00	722 00	151,100 00	6,570 00	.....
Totals....	.....	\$ 26,305,449 37	.....	\$ 1,740,592 73	.....	\$ 266,371,497 16	.....	\$ 119,179,644 85

TABLE IV.
EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.				FREIGHT DEPARTMENT.			Miscellaneous earnings.	Total earnings.	Proportion for Iowa.
	Revenue	Expenses	Net	Mile	Per cent	Per cent	Per cent			
Burlington, Cedar Rapids & Northern	\$ 800,581 12	\$ 24,925 10	\$ 775,656 02	97	1,008,525 95	1 88	441 88	\$ 1,887,961 64	\$ 1,887,961 64	1,847,211 25
Burlington & Southwestern	32,250 13	3,445 78	28,804 35	40	161,406 58	1 17	18,963 01	206,708 60	206,708 60	130,976 19
Central Iowa	167,736 49	6,944 99	160,791 50	61	512,260 98	3 12	20,820 97	718,663 37	718,663 37	718,663 37
Chicago, Burlington & Quincy	919,917 68	46,203 83	873,713 85	1 66	3,974,807 21	2 34	690 00	5,020,187 11	5,020,187 11	5,020,187 11
Desoto	133,474 59	3,218 30	130,256 29	1 41	299,787 40	1 38	65,846 45	451,201 70	451,201 70	426,554 23
1	2,013,005 77	170,877 93	1,842,127 84	1 41	5,465,406 84	1 38	134,195 21	7,956,063 85	7,956,063 85	834,123 69
2	54,968 09	2,319 97	52,648 12	1 29	124,856 76	1 60	39 55	189,212 21	189,212 21	189,212 21
3	2,851,045 42	265,650 74	2,585,394 68	1 29	10,262,263 43	1 60	2,426 00	13,744,550 57	13,744,550 57	8,515,780 43
4	26,684 00	1,890 52	24,793 48	1 24	40,191 41	1 30	390,663 78	74,786 49	74,786 49	74,786 49
5	1,834,367 66	109,550 00	1,724,817 66	1 38	6,940,927 80	1 24	19,214 53	9,267,834 19	9,267,834 19	5,731,833 14
6	148,808 39	14,459 30	134,349 09	1 31	349,168 83	1 41	232 76	543,698 49	543,698 49	543,698 49
Des Moines & Ft. Dodge	60,755 36	3,704 00	57,051 36	1 07	145,410 45	1 91	232 76	203,130 89	203,130 89	203,130 89
Ft. Dodge & Ft. Ridgely	4,226 61	240 00	3,986 61	1 26	12,757 98	1 48	2,415 01	19,947 85	19,947 85	19,947 85
Grinnell & Mount Pleasant	394,201 02	21,137 50	373,063 52	1 36	978,890 26	1 48	20,351 34	1,444,065 74	1,444,065 74	1,444,065 74
Illinois Central	401,456 05	16,504 64	384,951 41	1 89	1,094,970 94	1 89	96,415 28	1,623,786 39	1,623,786 39	349,329 24
Iowa Railway Coal & Manufacturing Company	32,524 13	945 13	31,579 00	23	95,559 64	32	1,114 65	123,699 59	123,699 59	21,556 49
Kansas City, St. Joseph & Council Bluffs	4,144 72	24,092 47	20,947 75	23	17,487 10	32	109 80	22,320 61	22,320 61	22,320 61
Missouri, Iowa & Nebraska	50,613 08	2,753 47	47,859 61	84	141,747 52	3 45	4,641 57	57,056 41	57,056 41	57,056 41
Newton & Monroe	63,953 96	2,588 80	61,365 16	1 12	164,213 21	3 41	1,169 89	268,882 27	268,882 27	268,882 27
St. Louis, Ottumwa & Cedar Rapids	90,519 36	5,558 08	84,961 28	1 07	217,842 90	1 84	14,861 97	227,336 36	227,336 36	23,381 46
Dakota Southern	604 40	100 00	504 40	1 07	2,601 14	1 84	14,861 97	365,633 59	365,633 59	201,109 47
Toledo & Northwestern	3,323 82	488 99	2,834 83	13	12,906 64	13	17,563 77	3,606 54	3,606 54	3,606 54
Union Pacific	273 95	90 26	183 69	13	3,445 31	13	4,046 34	17,563 77	17,563 77	17,563 77
NARROW GAUGE RAILROADS.	1,094 10	2,027 36	1,094 10	13	3,445 31	13	4,046 34	4,046 34	4,046 34	4,046 34
Burlington & Northwestern	28,441 99	123 42	28,318 57	13	34,608 09	13	1,984 73	28,318 57	28,318 57	28,318 57
1	301 26	108 51	192 75	13	12,263 72	13	8 35	67,543 28	67,543 28	67,543 28
2	2,300 80	108 51	2,192 29	13	19,257 97	13	8 35	14,174 74	14,174 74	14,174 74
Totals	\$ 9,541,073 21	\$ 696,307 70	\$ 8,844,765 51	13	\$ 32,080,710 10	13	\$ 733,071 43	\$ 44,024,448 08	\$ 44,024,448 08	\$ 21,340,709 44

* Superintendent reports that no account was kept of earnings.

† For eight months.

TABLE V.
OPERATING EXPENSES.

RAILROADS.	Miles.	Maintenance of way.	Motors, power and light.	Conducting transportation.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportions for Iowa.
Burlington, Cedar Rapids & Northern.....	426.76	\$ 344,648 82	\$ 804,939 43	\$ 193,937 85	\$ 107,182 69	\$ 950,558 29	\$ 2,205 87	\$ 1 04	\$ 923,084 92
Burlington & Northwestern.....	181.00	57,963 80	27,607 19	54,784 70	28,531 45	199,196 84	1,100 48	1 79	133,475 46
Central Trust	190.64	285,333 04	109,686 96	106,055 64	43,973 56	545,018 19	2,866 60	1 19	555,018 19
	606.14				138,310 77	3,001,963 13	4,960 81	1 87	3,001,963 13
	231.60	141,900 40	49,006 74	111,479 31	38,268 26	340,678 71	1,532 40	1 09	301,423 08
	1771.40	1,155,084 87	718,297 77	2,317,144 86	618,778 84	4,804,306 34	2,713 15	1 74	726,692 66
	160.55					184,265 51	1,147 03		184,265 51
	1616.50	1,656,783 18	1,009,869 56	3,269,902 56	722,988 68	6,543,518 98	4,047 95	73	1,721,392 78
	68.80	26,055 79	9,306 04	30,361 83	6,384 63	71,158 30	1,034 58	51	71,158 30
	1069.00	1,639,170 59	669,369 82	2,318,937 09	420,893 45	5,018,969 95	4,694 44	71	3,098,332 61
	162.30	138,241 68	48,277 26	163,138 97	26,414 81	420,070 92	2,659 63	93	420,070 92
	87.20	37,885 20	22,280 42	50,300 27	16,341 38	136,807 27	1,477 72	95	136,807 27
Des Moines & Fort Ridgely.....	17.00					15,497 36	912 00		15,497 36
Grinnell & Montezuma.....	402.16	245,145 09	111,876 93	329,801 75	143,554 87	835,379 54	2,077 00	85	835,379 54
Illinois Central	3 25	804 30	393 49	2,026 53	2,863 41	6,087 73	1,873 00		6,087 73
Iowa Railway, Coal & Manufacturing Company.....	250.96	333,180 60	144,939 13	422,927 35	171,444 96	1,072,512 07	4,273 56	80	233,765 44
Kansas City, St. Jo. & Council Bluffs.....	85.00	92,923 61	17,686 76	98,882 76	13,788 76	105,631 88	1,218 02	87	18,270 30
Missouri, Iowa & Nebraska.....	17.00	6,221 30	689 37	7,321 99	2,028 09	16,967 75	997 52	79	16,967 75
Newton & Monroe.....	43.16	24,696 74	19,481 49	29,138 37	7,260 36	73,606 96	1,709 00	85	73,606 96
St. Louis, Ottumwa & Cedar Rapids.....	80.47	68,035 76	20,426 46	56,629 66	16,343 47	151,442 87	2,006 24	96	151,442 87
Stout City & Pacific.....	119.90	56,628 06	19,924 88	67,493 11	17,678 48	151,719 02	1,264 32	1 58	12,886 53
Stout City, Pembina & Dakota Southern.....	145.00	113,108 18	46,473 04	96,697 20	20,981 32	277,251 74	1,876 87	1 20	182,642 46
Stout City & St. Paul.....	3.09	688 00		2,828 00	159 70	3,677 70	1,225 90		1,225 90
Toledo & Northwestern.....									
Union Pacific.....									
Narrow Gauge Roads.									
Burlington & Northwestern.....	20.00	3,273 36	914 32	5,909 29	1,754 60	11,851 59	590 60	50	11,851 59
Crooked Creek.....	9.09	908 00	908 21	2,049 00	2,180 00	7,045 21	783 03		7,045 21

* Lines in Iowa.

† Superintendent reports no record of expenses kept.

TABLE V—CONTINUED.

RAILROADS.	Miles.	Maintenance of way.	Motive power and cars.	Conducting trans- portation.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportion for Iowa.
* Des Moines, Adel & Western.....	7.00	00	00	1,741 80	77 40	18,190 00	261 29	.....	1,819 00
Des Moines & Minneapolis.....	58.00	10,891 25	6 098 67	21,532 36	9,238 91	47,766 19	823 00	.....	47,766 19
Iowa Eastern.....	19.70	3,729 18	535 41	3,981 17	3,809 24	12,055 00	612 00	.....	12,055 00
Waukon & Mississippi....	23 00	3,668 81	923 60	4,851 85	2,169 38	11,613 64	504 94	46	11,613 64
Totals	7880.31	\$6,254,884 42	\$3,387,008 43	\$9,782,318 81	\$2,590,217 49	\$25,028,261 38	\$3,176 05	.....	\$12,904,420 92

* For eight months.

TABLE VI.
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	OPERATING EXPENSES.				EARNINGS.			DIFFERENCE.		Percentage of expenses to earnings.	Percentage of net earnings to capital stock and debts.
	Total.	Per mile of road.	Per train.	Total.	Total.	Per mile of road.	Per train.	Earnings above expenses.	Earnings above expenses.		
Burlington, Cedar Rapids & Northern	425.75	\$ 950,658.29	\$ 2,305.87	\$ 1.04	\$ 1,387,951.64	\$ 3,260.08	\$ 1.52	\$ 437,303.35	...	.68	3.54
Burlington & Southwestern	181.00	196,186.84	1,110.48	.79	206,708.60	1,139.86	.82	7,516.76	...	.96	...
Central Iowa	100.64	555,018.19	2,838.60	1.19	715,653.97	3,786.05	1.53	160,645.08	...	.77	...
Chicago, Burlington & Quincy	505.14	8,001,983.13	4,960.31	.37	5,023,157.11	8,270.34	1.40	2,018,173.98	...	.80	1.70
Desoto	221.60	340,678.71	1,533.40	1.09	451,301.70	2,040.62	1.44	110,523.99	...	.80	5.46
Illinois	1771.40	4,804,306.34	2,712.15	.74	7,966,083.55	4,491.00	1.37	3,151,777.21	...	.97	...
Keokuk & Des Moines	160.65	154,263.51	1,147.00	.73	169,213.21	1,179.00	...	4,926.70	...	.48	12.28
Des Moines & Fort Dodge	1516.50	6,543,518.98	4,047.85	.81	13,744,566.57	8,502.87	1.52	7,201,047.59	...	.85	...
Fort Dodge & Fort Ridgely	68.90	71,163.30	1,084.29	.81	74,786.43	1,087.01	.85	3,623.13	...	.95	2.24
Grinnell & Montezuma	1049.00	4,018,359.95	4,694.44	.71	9,367,634.19	8,669.44	1.32	4,248,274.24	...	.54	10.17
Illinois Central	162.20	420,070.92	2,538.83	.96	543,686.49	3,382.00	1.19	123,615.57	...	.77	1.89
Iowa Railway, Coal & Manufacturing Co.	67.50	128,867.37	1,477.72	.98	206,130.59	2,382.41	1.56	76,273.22	...	.62	1.90
Kansas City, St. Jo. & Council Bluffs	15.00	15,497.86	912.00	...	19,947.83	1,171.00	...	4,450.49	...	.75	1.07
Missouri, Iowa & Nebraska	402.16	838,379.54	2,097.00	.85	1,444,065.74	3,590.77	1.45	605,686.20	...	.88	...
Newton & Monroe	3.28	6,067.73	1,873.00	...	8,973.67	2,761.13	...	2,905.94	...	...	...
St. Louis, Ottumwa & Cedar Rapids	260.98	1,072,512.07	4,713.56	.80	1,633,788.33	6,469.05	1.89	561,276.26	...	.64	5.17
St. Louis, Ottumwa & Pacific	85.00	108,631.88	1,318.02	.87	128,899.69	1,487.64	1.05	20,267.81	...	.84	.63
St. Louis, Ottumwa & Pacific	17.00	16,367.75	997.53	.79	22,320.61	1,313.94	1.05	6,952.86	...	.76	6.30
St. Louis, Ottumwa & Pacific	43.18	73,888.96	1,709.00	.85	87,556.41	1,353.00	.65	16,142.55	...	1.26	.00
St. Louis, Ottumwa & Pacific	80.47	161,443.67	2,006.34	.98	236,862.27	2,943.48	1.43	75,419.70	...	.68	1.15
St. Louis, Ottumwa & Pacific	129.90	151,719.02	1,264.92	1.53	227,338.36	1,885.00	2.36	75,619.84	...	.67	2.50
St. Louis, Ottumwa & Pacific	142.00	277,831.74	1,878.67	1.30	395,653.59	2,470.63	1.48	68,121.85	...	.76	1.00
Union Pacific	8.00	9,677.70	1,235.90	...	2,805.54	1,201.85	...	72.16	...	1.02	.00
Union Pacific	33.80	11,861.50	380.00	.50	17,862.77	516.00	.74	5,711.18	...	.67	...
Union Pacific	9.00	7,047.21	768.03	...	4,046.34	449.89	...	3,400.87	...	1.74	...
Union Pacific	7.00	1,819.00	261.29	...	1,864.74	276.99	...	116.73	...	.94	.32
Union Pacific	68.00	47,765.19	828.00	...	67,543.98	1,165.00	...	19,787.09	...	.73	3.00
Union Pacific	19.70	13,055.00	612.00	...	14,174.74	719.53	...	2,119.74	...	.85	...
Union Pacific	23.00	11,613.64	504.94	.46	22,581.81	979.20	.89	10,968.17	...	.62	...
Totals	\$ 25,028,261.38	\$ 8,176.05	...	...	\$ 44,074,443.08	\$ 19,315.53	...	\$ 19,016,399.28	...	...	...

TABLE VII.

OPERATING EXPENSES, INTEREST AND RENTAL COMPARED WITH EARNINGS.

* No information given — estimated.

† No information given — amount taken from report of 1872.

NARROW GAUGE ROADS.										
Burlington & Northwestern	33.80	17,562 77	11,861 59	2,800 00	5,986 28	20,647 82	390 00	.....	3,085 05	3,085 05
Orooked Creek	9.00	4,046 34	7,047 21	3,200 00	.....	10,247 21	575 00	.....	6,200 87	6,200 87
Des Moines, Adel & Western	7.00	1,934 73	1,819 00	.....	800 00	2,619 00	...	.....	684 27	684 27
Des Moines & Minneapolis	58.00	67,543 28	47,756 19	28,787 05	.....	76,543 24	1,510 02	.....	8,999 96	8,999 96
Iowa Eastern	19.70	14,174 74	12,055 00	.....	.....	.....	343 95	.....	.....	.....
Waukon & Mississippi	23.00	22,521 81	11,613 64	6,110 00	.....	17,723 64	500 00	4,798 17	.....	4,798 17
Totals		\$ 44,024,445 08	\$ 25,028,261 38	\$ 8,953,963 29	\$ 494,893 54	\$ 33,433,331 19	\$ 584,169 79	\$ 9,887,529 55	\$ 599,409 46	\$ 493,769 17

TABLE VIII.
TRACK IN IOWA—MILES.

*3.7 miles wooden rail.

TABLE IX.
BRIDGES AND CROSSINGS.

RAILROADS.	TRUSS BRIDGES.										CROSSINGS.							
	WOODEN.		IRON.		STONE CULVERTS.		COMBINATION.		WOODEN TRUSSES.		RAILROADS.		HIGHWAYS.					
	Number.	Aggt. length in feet.	Number.	Aggt. length in feet.	Number.	Aggt. length in feet.	Number.	Aggt. length in feet.	Number.	Aggt. length in feet.	At grade.	Over or under.	At grade.	Over track.	Under track.	18 feet above track.	Not 18 feet above track.	At which there are flagmen.
Burlington Cedar Rapids & Northern	37	4,148	1	118	0	0	7	2,080	606	40,833	6	1	512	8	1	2	1	1
Burlington & Southwestern.	9	1,780	0	0	0	0	0	0	137	14,552	2	0	0	1	2	1	0	0
Central Iowa.	29	3,181	0	0	0	0	0	0	298	26,707	6	1	206	1	2	10	0	7
	56	7,685	19	2,518	398	25,273	1	810	748	75,204	12	0	551	10	0	10	0	0
	63	5,911	0	0	245	8,748	0	0	327	32,887	2	0	76	1	1	2	0	0
	109	11,763	0	0	0	0	0	0	241	19,910	6	0	489	3	2	2	0	0
	55	10,518	26	8,680	8	676	13	3,554	401	25,642	6	3	173	4	8	4	0	0
	79	10,574	12	4,296	96	1,380	0	0	905	117,600	6	0	265	0	0	1	0	0
	28	1,966	2	670	0	0	0	0	114	7,960	2	1	92	1	4	2	0	0
	4	320	0	0	0	0	0	0	280	14,836	5	0	620	21	29	23	0	10
Keokuk & Des Moines	0	0	0	0	0	0	0	0	38	1,677	4	0	66	0	0	0	0	0
Des Moines & Ft. Dodge.	0	0	0	0	0	0	0	0	4	66	0	0	12	0	0	0	0	0
Ft. Dodge & Fort Ridgely.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grinnell & Montezuma.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illinois Central.	37	4,868	1	110	0	0	0	0	617	51,677	5	1	284	8	8	3	0	4
Iowa Railway Coal & Manufacturing Company.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kansas City, St. Jo. & Council Bluffs.	1	40	0	0	0	0	0	0	0	2,130	1	0	36	0	0	0	0	0
Missouri, Iowa & Nebraska	0	0	0	0	0	0	0	0	0	10,120	2	0	0	0	0	0	0	0
Newton & Monroe.	1	146	0	0	0	0	0	0	31	2,490	0	0	37	2	2	2	1	0
St. Louis, Ottumwa & Cedar Rapids.	9	1,262	0	0	0	0	0	0	0	7,650	4	0	0	1	0	2	0	0
St. Louis City & Pacific	1	160	0	0	0	0	2	346	0	5,424	1	0	89	0	0	0	0	0
St. Louis City & Pembina and Dakota Southern.	39	9,316	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0
St. Louis City & St. Paul.	5	828	0	0	0	0	0	0	79	7,761	1	0	0	0	0	0	0	0
Toledo & Northwestern	4	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Union Pacific	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Narrow Gauge.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Burlington & Northwestern.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE IX—CONTINUED.

TABLE X.
STATIONS, PERSONS EMPLOYED, AND FENCING.

*Estimated.

TABLE XI.
EQUIPMENT.

*In Iowa. †Less.

TABLE XII.
MILEAGE—TRAINS, PASSENGERS, AND FREIGHT.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			MIXED TRAINS.		CONSTRUCTION TRAINS.	Total mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number tons freight car-ried.	Number tons freight car-ried one mile.
	Miles run by	Average number of cars.	Average tons weight.	Miles run by	Average number of cars.	Average tons weight.	Miles run.	Miles run.						
Burlington, Cedar Rapids & Northern	509,534	3	266	551,771	16	247	69,280	960,835	263,107	8,926,588	764,183	48,492,507		
Burlington & Southwestern	113,306			186,299				251,605						
Central Iowa	236,769	3	80	240,892	17	186	43,326	610,966	157,242	6,120,086	5,952	26,470,706		
Des Moines & Northern	616,883	6	360	2,884,774	16	350		3,588,454	607,949	3,782,084	1,662	415,779,926		
Des Moines & Western	152,890	3	56	116,072	21	201		337,530	71,267	3,532,360	134,422	13,141,749		
Des Moines & Northwestern	286,906	6		885,855	20		210,086	979,159	1,375,891	67,379,963	2,010,902	318,637,367		
Des Moines & Des Moines	53,957	2		98,440			28,721	307,369	63,680		72,684			
Des Moines & Des Moines	2,600,781	4	112	6,408,113	20	220	296,762	9,317,641	3,106,373	106,213,071		669,120,674		
Des Moines & Fort Dodge	43,194	4	112	44,511	20	220	3,010	90,515	52,543	918,977	95,380	1,623,980		
Des Moines & Ft. Dodge	1,611,011	6	160	6,513,651	19	210	553,993	7,588,655	1,457,913	62,468,866	2,269,281	463,708,129		
Des Moines & Monticuma	166,051	3	90	198,596	13	136	40,980	364,646	82,132	3,103,416	94,064	8,062,388		
Des Moines & Monticuma	54,538	2		76,760	15		14,803	146,091	42,524	1,296,646	91,409	4,109,603		
Illinois Central	380,913	4	126	687,236	13	180	184,578	1,173,677	268,269	13,006,579	394,905	55,401,600		
Missouri, Iowa & Nebraska	61,636	4	121	73,635	19	230		155,190	247,076	13,675,616	31,476	126,904		
Newton & Monroe	53,210	3		53,210	14			118,620				711,171,340		
St. Louis, Ottumwa & Cedar Rapids	41,100	2	98	46,400	10	160	3,800	21,284	10,313	160,134	31,812	210,747		
St. Louis City & Pacific	105,420	3	108	60,033	18	232		66,500	97,714	715,277	62,287	2,697,187		
St. Louis City & Pembina and Dakota South'n.	48,079	2	66	682,774	15	176	4,794	168,773	49,565	2,229,316	135,680	5,790,963		
St. Louis City & St. Paul	96,466			134,559				780,653	23,784	1,106,767	74,684	3,656,592		
Toledo & Northwestern	0	0	0	0			11,666	242,592	44,235	2,296,640	158,689	14,315,498		
Union Pacific	0	0	0	0			0	9,000						

* Lines in Iowa.

† For nine months.

TABLE XII.—CONTINUED.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			MILES RUN.	MILES RUN.	CONSTRUCTION TRAINS.	Total mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number tons freight carried.	Number tons freight carried one mile.
	Miles run by	Average number of cars.	Average tons weight	Miles run by	Average number of cars.	Average tons weight								
NARROW GAUGE ROADS.														
Burlington & Northwestern	0	0	0	0	0	0	23,804	23,804	.....	23,804	6,931	100,982	7,178	208,262
Crooked Creek	0	0	0	0	0	0	5,625	5,625	0	5,625	913	8,217	4,259	38,831
Des Moines, Adel & Western*	0	0	0	0	0	0	8,120	8,120	0	8,120	8,556	24,892	724	5,068
Des Moines & Minneapolis .....	.....	.....	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waukon & Mississippi .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,698	63,792	10,680	201,312
Totals	6,971,372			18,508,590			392,695	27,091,664	1,469,948	27,091,664	7,927,683	330,408,980	8,553,311	2,790,826,910

* For eight months.

TABLE XIII.
TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other agricultural products.	Lumber and forest prod.	Coal.	Plaster.	Gelt.	Iron and steel.	Stone and brick.	Manufactures.	Machinery and other articles.	Total.
Genl.	193,044	43,606	20,287	106,994	4,393	53,663	76,082	12,778	16,480	13,966	3,392	43,068	26,086	611,909
Des Moines & Des Moines	31,713	1,748	22,767	22,767	11,613	180,930	4,317	2,387	46,123	1,989	4,317	1,989	18,539	235,962
Des Moines & Ft. Dodge	965,616	19,781	68,206	204,861	246,273	194,042	6,237	1,026	88,365	109,379	6,237	27,013	227,429	1,841,621
Des Moines & Ft. Ridgely	27,849	1,828	2,652	10,324	5,806	59,530	9,664	1,026	88,365	109,379	6,237	27,013	227,429	1,841,621
Des Moines & Montezuma	671,397	204,490	58,089	128,088	272,642	93,622	1,629	1,026	88,365	109,379	6,237	27,013	227,429	1,841,621
Des Moines & Central	669,229	26,447	61,371	203,126	382,768	293,594	1,629	1,026	88,365	109,379	6,237	27,013	227,429	1,841,621
Des Moines & Central	10,921	643	7,889	10,540	18,743	13,966	1,629	1,026	88,365	109,379	6,237	27,013	227,429	1,841,621
Des Moines & Central	26,865	234	85	12,171	3,866	8,840	35,244	1,629	1,026	88,365	109,379	26,399	310,686	2,289,281
Des Moines & Central	94,452	10,636	4,744	60,162	4,171	53,729	59,532	1,629	1,026	88,365	109,379	26,399	310,686	2,289,281
Des Moines & Central	232,731	9,263	15,906	67,740	4,886	109,632	39,801	17,456	16,359	16,359	38,676	4,886	67,108	394,996
Des Moines & Central	2,433	62	964	964	4,171	53,729	59,532	1,629	1,026	88,365	109,379	26,399	310,686	2,289,281
Des Moines & Central	21,276	1,180	1,976	6,502	968	28,238	3,800	1,880	3,309	3,309	409	3,228	20,726	98,510
Des Moines & Central	30,154	1,263	427	2,497	699	13,054	1,991	665	9,241	9,241	1,083	1,276	12,224	74,684
Des Moines & Central	39,038	931	2,664	2,669	20,352	53,578	7,406	2,311	2,311	2,311	2,311	2,311	21,864	153,869
Des Moines & Central	2,466	112	2,736	2,736	190	919	417	171	78	78	26	26	206	7,178
Des Moines & Central	80	200	200	200	163	163	8,473	171	78	78	26	26	206	4,269
Des Moines & Central	1,987	213	1,817	1,817	437	437	46	171	78	78	26	26	206	6,473
Des Moines & Central	3,680	2	804	1,298	97	1,660	40	78	78	78	26	26	206	10,680
Totals— Iowa	2,814,871	821,332	261,910	912,645	43,511	1,510,368	974,374	31,863	26,020	105,040	263,763	130,266	1,444,964	8,980,861

* Iowa.

TABLE XIV.
RATES OF TRANSPORTATION.

RAILROADS.	PASSENGERS PER MILE.						FREIGHT PER TON PER MILE.		
	Highest.	Lowest.	Average for through.	Average for local.	Average for all.	Average for all.	Average for through.	Average for local.	Average for all.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Iowa Midland	3.50	4.00	4.00	4.00	3.37	3.37	2.14	2.14	2.14
Chicago, Rock Island & Pacific	3.50	3.00	3.30	3.30	3.27	3.27	2.05	2.05	2.05
.....	3.00	2.00	2.50	2.50	2.41	2.41	1.90	1.90	1.90
.....	4.00	2.40	3.50	3.50	3.72	3.72	2.20	2.20	2.20
.....	4.00	3.00	3.50	3.50	3.30	3.30	1.71	1.71	1.71
.....	4.00	1.80	2.12	2.12	2.68	2.68	1.53	1.53	1.53
.....	3.00	2.00	2.50	2.50	2.90	2.90	1.43	1.43	1.43
.....	3.50	2.00	2.50	2.50	2.94	2.94	1.57	1.57	1.57
.....	4.00	2.00	2.50	2.50	3.31	3.31	1.40	1.40	1.40
.....	3.50	1.46	2.46	2.46	3.01	3.01	1.73	1.73	1.73
.....	4.00	3.00	3.50	3.50	3.34	3.34	1.93	1.93	1.93
.....	3.50	1.55	2.50	2.50	2.53	2.53	1.29	1.29	1.29
.....	4.00	3.00	3.50	3.50	3.51	3.51	2.45	2.45	2.45
.....	4.00	2.00	2.50	2.50	4.80	4.80	4.00	4.00	4.00
.....	4.00	2.00	2.50	2.50	3.94	3.94	1.73	1.73	1.73

NARROW GAUGE.									
Burlington & Northwestern.....	4.00	1.20	.....	.....	3.33	.....	.....	.....	6.24
Crooked Creek.....	3.33	3.33	.....	.....	3.33	.....	.....	9.00	9.00
Des Moines, Adel & Western.....	4.00	4.00	4.00	.....	4.00	9.00	.....	.....	13.00
Des Moines & Minneapolis.....	4.00	2.00	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern.....	4.00	4.00	4.00	4.00	4.00	.....	.....	.....	.....
Waukon & Mississippi.....	4.00	2.27	3.50	3.50	3.50	9.50	9.50	9.50	9.50

[illegible]

TABLE XVI.

COMPARATIVE TABLE OF EARNINGS AND OPERATING EXPENSES FOR THE YEARS 1878 AND 1879.

[illegible]

*For 2½ months.

REPORT
OF THE
RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1879.

REPORT

OF THE

BURLINGTON, CEDAR RAPIDS & NORTHERN

RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$10,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	..[Unknown.]
Capital stock authorized by vote of company. [Number of shares, 55,000.]	
Capital stock issued [number of shares, 55,000,] amount paid in,	5,500,000.00
Capital stock paid in on shares not issued [number of shares, none].....	
Capital stock—total amount realized in cash [nothing].....	
Capital stock—total amount realized in property [\$5,500,000.00]..	
Capital stock paid in per mile of road owned by Company, [413.26 miles].....	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.
The property will earn interest at legal rate (6 per cent) upon
the sum stated. The railway and appurtenances were pur-
chased under foreclosure of mortgage, June 22, 1876, and the
capital stock, as above stated, was issued to represent it.

DEBT.

Funded debt as follows:

First mortgage bonds (due June 1, 1906, bear interest at five per cent, which is payable June 1, and December 1,) amount....	\$6,500,000.00
Total amount of funded debt.....	\$6,650,000.00
Amount received from the same in property.	[\$6,650,000.00]
*Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, Minneapolis & St. Louis Rail- way Co. 7 per cent interest, payable June and December	\$ 150,000.00

*In consideration therefor, we have a perpetual lease of 12½ miles of railway (a part of the
main line operated) extending from the Iowa State line to Albert Lea, all in Freeborn county,
Minnesota.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Main line, extension or alteration of road.....	\$ 6,045.64
Branches, extension or alteration of road, specifying each, Pacific Division.....	6,002.25
Land.....	624.35
Passenger and freight stations, wood-sheds and water stations..	3,973.78
Engine-houses, car-sheds and turn-tables.....	1,234.53
New locomotives.....	6,000.00
New freight cars.....	15,242.02
Machine-shops, machinery and tools.....	272.05
New fences.....	18,944.32
Any other expenditures charged to property account, specifying same: new sidings, \$6,584.12: new bridges and masonry, \$3,060.81, and other improvements, \$2,244.48.....	11,889.41
Total.....	70,228.35
Property sold and credited property account during the year....	
<i>Net addition to property account for the year.....</i>	<i>\$ 70,228.35</i>

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor? Ans. All such improvements, except masonry, are charged to maintenance of way. The cost of Railway is not unduly increased, and "operating expense" account will have a fair average credit in the end.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	31,242.97	\$ 60,481.34
August, 1878.....		29,984.03	70,544.41
September, 1878.....		37,618.07	96,182.13
October, 1878.....		30,734.05	106,169.28
November, 1878.....		22,668.98	102,173.00
December, 1878.....		19,609.38	100,553.33
January, 1879.....		17,960.60	95,806.53
February, 1879.....		19,271.64	74,919.77
March, 1879.....		24,952.79	81,192.85
April, 1879.....		21,724.65	75,202.85
May, 1879.....		21,335.84	92,172.42
June, 1879.....		23,428.12	83,128.04
Totals.....	\$	300,531.12	\$ 1,038,525.95

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July,	1878.....	\$ 1,995.01	\$ 1,287.84
August,	1878.....	2,071.80	1,843.52
September,	1878.....	1,938.42	3,158.25
October,	1878... ..	2,197.24	2,518.33
November,	1878.....	2,116.63	2,535.85
December,	1878.....	2,116.64	2,397.02
January,	1879.....	2,245.16	1,349.68
February,	1879.....	1,861.56	1,224.16
March,	1879.....	2,091.77	3,686.91
April,	1879.....	1,938.42	1,266.02
May,	1879.....	2,091.80	1,349.68
June,	1879.....	2,015.01	1,607.84
Totals:		\$ 24,679.46	\$ 24,225.10

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 228,758.66
Receipts from through passengers.....	71,772.47
Receipts for express.....	24,225.10
Receipts for mails.....	24,679.46
<hr/>	
<i>Total receipts from passenger trains.....</i>	<i>\$ 349,435.69</i>
Receipts from passenger trains, per train mile run [359,534 miles]	
\$0.97.	
<i>Total receipts from freight trains.....</i>	<i>\$1,038,525.95</i>
Receipts from freight trains, per train mile run, [551,771 miles]	
\$1.88.	
Receipts from miscellaneous sources, included in express above.	
<hr/>	
Total earnings.....	\$ 1,387,961.64
Proportion for Iowa..... [\$1,347,211.26]	
Earnings per mile of road operated....[425.76 miles] [\$3,260.03]	
Per train mile, for passenger, freight and mixed trains, [911,305 miles] \$1.52.	
Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage? Some slight changes—nothing important.	

RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads (mileage).....	\$ 17,116.10
Receipts from rent of property other than road and equipment, specifying same.....	5,282.60
Receipts from sale of bonds of company not previously sold ..	350,625.00
Receipts from sale of other securities, coupon interest of bonds owned by company.....	25,906.92
Receipts from sale of real estate.....	1,750.89
Receipts from outstanding bond-account.....	1,893.08
Receipts from all other sources, specifying same—miscellaneous	12,233.64
<hr/>	
Total.....	\$ 414,806.23
Total receipts for the year.....	\$ 1,802,769.87

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Total\$ 344,648.82

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Total.....\$ 304,939.43

CLASS 3—CONDUCTING TRANSPORTATION.

Total.....\$ 193,937.35

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company—general office {	
expenses, including clerk hire, rent,, fuel, lights, etc..... }	\$ 70,287.26
Insurance.....	2,122.90
Taxes in Iowa.....	34,722.53
Total....	\$ 107,132.69

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4).....	\$ 950,658.29
Proportion for Iowa.....	[\$923,084.92]
Per mile of road operated.....	[\$2,205.87]
Per train mile for passenger, freight, and mixed trains, [94.305 miles] [\$1.04].....	
Expense of running and management of passenger trains....	\$ 135,696.27
Expense of running and management of passenger trains per train mile.....	.37 2-3
Expense of running and management of freight trains.....	218,261.03
Expense of running and management of freight trains, per train mile.....	.39 3-5
Percentage of expenses to earnings.....	68 1/2
Net earnings per train mile....[911,305 miles,] [\$0.47]	

GENERAL RECAPITULATION.

Total earnings.....	\$ 1,387,961.64
Total receipts during the year .....[ \$1,802,769.87]	
Total operating expenses.....	950,658.29
Net earnings—earnings above operating expenses.....	437,303.35
Total receipts above operating expenses.....[\$852,111.58]	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 335,513.13
Total interest liability for the year.....	335,513.13
Receipts above operating expenses and interest	316,598.45
Amount paid during the year for permanent improvements, and charged to cost of road.....	70,228.35
Amount paid during the year for other expenses, charged to operating expenses.....	28,703.85
Floating debt liquidated during the year, last year.....	147,382.10

Purchase of Chicago, Clinton & Western Railway	\$ 162,798.77
Date of last dividend declared.....,[None declared]..	
*Balance for the year, or surplus.....	107,485.38
*Surplus at the commencement of the year shown opp. No. 7...	

State in what does the surplus consist; if moneys where are they deposited; if securities, what are they?

†Total surplus consisting of cash \$35,284.07, on dep. in National Bonds of this Co. (securities)	6,100.00, b'ks in hands of treas-	
Sundry balances due Company,	69,919.32, urer.....	107,485.38
		<u>\$111,303.39</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1879.

DR.

<i>Cost of consolidated road, equipment and property, June 30, '78.</i>	\$12,415,475.61
<i>New Construction</i> —Amount expended the year.....	12,047.89
<i>New Equipment</i> —Amount expended the year.....	21,242.02
<i>Improvement of Property</i> —Amount expended the year.....	86,814.09
<i>Other Expenditures</i> —Amount expended the year.....	29,328.20
<i>Purchase of Chicago, Clinton & Western Railway</i>	162,798.77
	<u>\$12,677,208.58</u>
<i>Coupon Interest</i> —Amount paid to June 30, 1878...	335,709.99
Amount paid during year.....	335,513.13
<i>Unfunded Debt</i> , as per last report.....	393,302.30
<i>Assets</i> —	
Capital stock not issued.....	\$ 4,500,000.00
Bonds in possession of Company.....	\$ 6,100.00
Due from railway and express companies.....	21,607.46
Due from United States for mail service.....	5,691.07
Due from station agents.....	16,018.05
Due from bills receivable.....	10,420.27
Amount paid on acc't Iowa City & Western R'y..	7,860.80
Due from miscellaneous sources.....	8,321.67
Cash on hand.....	35,284.07
	\$ 111,303.39
<i>Material and Fuel Account</i> —	
Machinery department.....	36,826.30
Engineer department.....	10,927.50
Renewal account.....	115,415.52
	<u>163,168.32</u>
	<u>\$ 18,516,201.71</u>

*The answer to what the securities are should be explicit, giving the number of shares and per value of stock, the number of bonds and par value, for each and every road in which the surplus is invested.

†A discrepancy of \$8,818.01, is due to fractional bonds and to profit and loss account.

**GENERAL BALANCE SHEET, AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

CR.

<i>Capital Stock</i> —.....	\$ 10,000,000.00	
<i>Funded Debt</i> —Burlington, Cedar Rapids & Northern Railway, currency....	\$6,500,000.00	
Minneapolis & St. Louis R'y (gold), guaranteed	150,000.00	6,650,000.00
<i>Unfunded Debt</i> —Current pay rolls and account...	106,235.53	
Bills payable	88,630.66	
Loan account.....	3,930.86	
Less.. ..	\$ 198,797.05	
Old rails on hand, cash value.....	32,875.54	\$ 165,921.51
<i>Income Account</i> —Sale of 500 Burlington, Cedar Rapids & Northern bonds, \$1,000 each, at 70½%	\$ 350,625.00	
Net earnings for year ending June 30, 1879....	437,303.35	
Coupon interest on bonds owned by company..	25,906.92	
Lots sold and leased.....	7,033.49	
Car Mileage.....	17,116.10	
Miscellaneous sources.....	12,233.64	
Outstanding bond account.....	1,893.08	852,111.58
Balance as per last annual statement, being income account for two previous years (see last report).....		848,168.62
		<u>\$18,516,201.71</u>

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Burlington to Wapello, October 1, 1869.	
From Burlington to West Branch, November 1, 1870.	
From Burlington to Nora Junction, October 1, 1871.	
From Burlington to Plymouth, January, 1872.	
From Postville to Oelwein, January, 1872.	
From Postville to Linn, Vinton to Traer and Muscatine to Riverside, November, 1873.	
Railway as now operated November, 1877.	
*Length of main line of road completed from Burlington to Albert Lea, Minnesota.....	241.66
Length of main line of road completed in Iowa	229.10
Length of main line road completed in Minnesota.....	12.56
Length of double track on main line.....	None
Branches owned by company, viz:	
Milwaukee Division—Linn to Postville, length.....	94.14
Muscatine Division—Muscatine to Riverside, length.....	30.90
Pacific Division—Vinton to Holland, length.....	48.13
Iowa City Division—Elmira to Iowa City, length.....	9.75
Total length of branches owned by company.....	182.92
Total length of branches owned by company in Iowa.....	182.92
Total length of road belonging to this company.....	424.58
Aggregate length of sidings and other tracks not above enumerated.....	36.68
Same in Iowa.....	35.31
Aggregate length of tracks belonging to this company computed as single track.....	461.26
Same in Iowa.....	447.33

*Eleven miles of iron track from Manly Junction to Northwood, are owned by the Central Iowa Railway, and not included herein.

Gauge of track.....	4.8½
Total length of tracks belonging to this company laid with steel rails.....[Weights per yard, 52 pounds]	113.26
Total length of tracks belonging to this company laid with iron rails '.....[Weights per yard, 50, 52 and 56 pounds]	348.00
Total miles of road operated by this company.....	435.58
Total miles of road operated by this company in Iowa.....	423.02
Wooden bridges, number of, 37; aggregate length, feet.....	4,158
Combination bridges, number of, 7; aggregate length, feet....	2,080
Iron combination, 1; aggregate length, feet.....	113
Wooden trestles, number of, 605; aggregate length, feet.....	40,333
Culverts: Cannot conveniently enumerate: nearly all wooden-box culverts.	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 41, north of Wapello.....	Fink's Triangular Truss...	Iron and wood.	130	July, 1878
No. 119, south of Cedar Rapids	Fink's Triangular Truss...	Iron and wood.	177	July, 1878
No. 180, north of Cedar Falls..	Wooden girder... ..	Wood	96	June, 1879
No. 185, north of Cedar Falls..	Wooden girder.. ..	Wood.....	32	July, 1878
No. 80, north of West Union..	Wooden girder.....	Wood... ..	48	June, 1879
No. 94, south of Clermont	Wooden girder.....	Wood	48	April, 1879

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Chicago & Southwestern R. R., at Columbus Junction.
Muscatine Division of B., C. R. & N. R. R., at Nichols.
Illinois Central R. R. at Cedar Falls and Independence.
Dubuque & Dakota R. R., at Clarksville.
Chicago, Milwaukee & St. Paul R. R., at Nora Junction and Plymouth.
Chicago, Rock Island & Pacific R. R., at West Liberty.

What railroads cross your road either over or under your grade in this State, and where?
Chicago, Rock Island & Pacific R. R. at Iowa City.

Number of crossings of highways at grade in this State without protection.....	511
Number of crossings of highways at grade in this state at which there are gates or flagmen.....	1
Number of crossings of highways over railroad.....	3
Number of crossings of highways under railroad.....	1
Number of highway bridges 18 feet above track.....	2
Number of highway bridges less than 18 feet above track.....	1

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
Ans. Rule 23. "All trains must come to a full stop four hundred feet from all crossings, at grade of other railroads, and will not proceed until the conductor is satisfied that the track is clear." Yes, if obeyed.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient? One long and two short sounds of the whistle and ringing the bell 80 rods before.

STATIONS.

Number of stations.....	72
Same in Iowa.....	69

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, about.....	1300
Same in Iowa.....	1275

FENCING.

How many miles of fencing have you on your road in Iowa? 424.2
 How many miles of fencing have you built during the year?..... 76.9y
 What was the average cost per rod? About \$1.00.
 The total cost of same? Unknown.
 Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:

5.5 miles.....in Des Moines county.	30.1 miles.....in Floyd county.
.9 miles.....in Louisa county.	17.1 miles.....in Cerro Gordo county.
33.1 miles.....in Muscatine county.	33.4 miles.....in Worth county.
1.2 miles.....in Cedar county.	14.1 miles.....in Grundy county.
4.1 miles.....in Johnson county.	12.6 miles.....in Tama county.
16.6 miles.....in Linn county.	7.5 miles.....in Washington county.
52.2 miles.....in Benton county.	49.8 miles.....in Buchanan county.
17.6 miles.....in Black Hawk county.	69.8 miles.....in Fayette county.
5.8 miles.....in Bremer county.	1.6 miles.....in Winneshiek county.
26.8 miles.....in Butler county.	

Aggregate amount, 399.8 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	17
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21
Number of locomotives of more than ten tons weight, exclusive of tender.....	None.
Number of passenger cars—12-wheels.....	None.
Number of passenger cars—8-wheels.....	13
Number of express and baggage cars.....	15
Number of box freight cars.....	729
Number of stock cars.....	61
Number of platform cars.....	78
Number of coal cars.....	222
Number of conductors' way cars.....	20
Other cars as follows: 1 sleeper; 89 hand cars; 95 push cars; 3 iron cars; 3 snow plows; 1 bridge building train; 1 wrecking train.*	
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, with tender, 50 to 57 tons.....	180
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 46 tons with tender.....	6
Number of locomotives equipped with train-brake—Westinghouse air brake.....	11
Number of locomotives equipped with train-brake—Salisbury's steam air brake.....	26
Number of passenger cars equipped with train-brake.....	16
Number of baggage cars equipped with train-brake.....	12
What kind of train-brake is in use on your road? Westinghouse air brake.....	
Number of passenger cars with Miller platform and buffer.....	16
Number of other cars with Miller platform and buffer.....	12
Number of other cars with any other platform and buffer.....	None.

(1) Consisting of: 1 pile driver on flat car A.
 1 derrick on flat car B.
 1 way car Nos. 2 and 22.

(2) Consisting of: 1 derrick car, No. 1.
 1 tool car No. 80.
 1 way car, No. 360.

TELEGRAPHS.

Miles of telegraph on line operated by company.....	425
Miles of telegraph owned by company	None.
Number of telegraph offices in company's stations.....	64
Number of telegraph stations operated by company.....	12
Number of telegraph stations operated jointly by rail and telegraph companies.....	52

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	359,534
Miles run by freight trains.....	551,771
Total mileage of passenger, freight and mixed trains	911,305
Miles run by construction and other trains	69,230
Total train miles run.....	980,535
Number of through passengers.....	20,124
Number of local passengers.....	232,983
Total number of passengers carried.....	253,107
Total passenger mileage, or passengers carried one mile.....	8,926,588
Average amount received from each passenger.....	\$ 1.18
Average distance traveled by each passenger.....	35.27
Total tons of freight carried.....	764,182.9
Total freight mileage, or tons carried one mile	48,432,507
Highest rate of fare per mile, for any distance.....	.03½
Average rate of fare per mile, received for <i>all</i> passengers.....	.03.37
Average rate received per mile, per ton for all freight carried...	.02.14
Average number of cars in passenger trains, including baggage cars.....	3.12
Average number of cars in freight trains..	15.88
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.....	266
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	247
Rate of speed of passenger and express trains, including stops—miles.....	22
Rate of speed of freight trains, including stops—miles.....	10

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain	192,044.26
Flour and meal.....	43,806.16
Provisions (beef, pork, lard, etc.)....	20,286.87
Animals.....	105,894.28
Agricultural implements.....	4,293.23
Lumber and forest products.....	52,662.87
Coal.....	78,081.98
Bran and mill-stuffs.....	12,778.22
Salt.....	15,480.30
Petroleum.....	
Railroad iron—iron and steel rails.....	13,956.42
Ice.....	3,592.00
Manufactures—articles shipped from point of production, household goods, etc.	43,088.05
Merchandise.....	26,035.30
Total tons carried.....	611,999.94
Company, or free freight.....	152,183.00
Total.....	764,182.94

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. The American Express Company, which pays us \$40.00 a day for 25,000 pounds, and double first class freight for any excess thereof. On cars at depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None.

What amount have you paid other corporations, car loaning companies [stock companies] or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Ans. We paid Oliver Adams, Agent, during the year, \$19,848.00, as part of the rental-purchase money for 200 box cars, paid in monthly installments, running till 1882, when they will be fully paid for, and owned by this Company. Office, New York City. Total amount paid, \$19,848.00.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace Car Company's sleepers run on this railway, that company charging their regular tariff in addition to regular passenger fares.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. \$5,836.05 to the Pullman Palace Car Company. We pay them mileage of 3 cents for each car mile and running expenses. When their cars earn \$625.00 a month, each, mileage ceases.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. We received \$24,679.46 during year ending June 30, 1879. We have no contract yet. The Government pays what it pleases.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. None.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878.					
July 9.....	Frank Fremel.....	Farmer.....	Road crossing, Ely.....	Killed*.....	Run into engine while asleep. His fault.
July 9.....	Abijah Tarbox.....	Tramp.....	Shall Rock.....	Killed*.....	Shot while trying to capture a train. His fault.
July 12.....	Thos. Whalen.....	Boy.....	Near Columbus Junction.....	Killed.....	Tried to board train in motion; was run over and killed; no inquest.
July 24.....	Chas Fisher.....	Switchman.....	Cedar Rapids.....	Killed*.....	While making a careless coupling. His fault.
August 2...	Geo. S. Winslow.....	Ass't Superintendent.....	Near Cedar Valley.....	Killed in the discharge of his duty.....	Knocked off of engine front by a hog which was thrown up by pilot, or he slipped in trying to get off. Beyond his control.
August 3...	Dr. Johnson and granddaughter Sher- man.....	Citizen.....	Kosuth.....	Bruised and cut—head and limbs.....	Stopped his buggy on public crossing and was run over. His own fault.
August 12...	M. Whalen.....	Bridge carpenter.....	Near Columbus Junction.....	Face and body bruised and two ribs torn loose.....	Was standing on an old tie (on bridge) which broke and he fell fourteen feet. Beyond his control.
August 30.	{ D. F. Oranger .. { Peter Saun.....	Section foreman... Section laborer...	Postville .. Postville ..	Bruised .. Collar bone broken ..	The men were on a hand car and run into a wagon on a blind road crossing. They were to blame in not "showing up."
Septem'r 10	Richard McKain	Switchman.....	Cedar Rapids	Loss of left foot.....	Was thrown from top of car in approaching a switch while in act of climbing down. Company holds him to blame; he h
Septem'r 12	Frank Babb.....	Switchman.....	Cedar Rapids	Loss of foot.....	Made a switch engine and was run over.
Septem'r 23	John Lewis	Citizen (boy).....	Wapello	Foot hurt	In trying to cross bridge.
Septem'r 28	D. A. Shannon.....	Citizen (boy).....	Manly Junction.....	Loss of arm.....	Was run over. His fault.
Novem'r 9	V. S. Wells.....	Brakeman	Near Clarksville	Killed*.....	Knocked off bridge. His own fault, as he had passed under bridge many times.
Novem'r 23	Arthur Strohm.....	Citizen (boy).....	Independence.....	Bruised	Thrown from train while switching. Our employees warned him to get off and keep off. His fault.
Decem'b'r 4	John Forrest.....	Brakeman	Nichols	Hand smashed	Careless coupling. His fault.
Decem'b'r 17	Frank Barber	Brakeman	Sperry	Thumb and two fingers smashed	Threw himself against engine of freight train at public crossing; reported away. His fault.
Decem'b'r 20	John Law.....	Citizen.....	Near Wapello	Scalp wound	

ACCIDENTS TO PERSONS IN IOWA — CONTINUED.

DATE.	NAME.	Section laborer.	Facile Division	Nose broken	Remarks.
December 23 1878.	August Breckman	Section laborer.			Slipped on hand-car and the cow hit him in the face. His
January 18	A. W. McKinnon	Yard-switchman	Cedar Rapids	Two fingers hurt	large lobe,
January 18	John Patonak	Laborer.	Cedar Rapids	Scalp wound	iping in cut-
February 21	Mike O'Donnell	Section laborer.	West Union	Skull fractured	ed although
April 19	L. D. McLaughlin	Tramp	Near Kossuth	Killed*	His fault
April 25	Unknown	Tramp	Kossuth	Killed*	ide; thrown
May 2	John Holmquist	Bridge carpenter.	Nichols	Ankle dislocated	wood-yard;
June 18	Wm. Defert	Citizen.	Near Sperry	Leg broken	D; fell from
					top of car and was run over. His fault.

Notes.—In cases marked *, coroner's inquests have been held, which exonerated company from blame. Some unimportant accidents, which resulted favorably, have been omitted—no injury having occurred.

U. W. GARDINER, General Agent.

RECAPITULATION OF ACCIDENTS.

Killed—Employees, from causes beyond their control.....	1	
Employees, from misconduct or want of caution....	1	2
Killed—Others at stations and highway crossings.....	4	
Trespassing on track, etc.....	1	5
		—
Total killed.....		7
Injured—Employees, from causes beyond their control.....	4	
Employees, from misconduct or want of caution.....	9	13
Others, at stations and highway crossings.....	6	
Others, stealing rides.....		
Others, trespassing on track, etc.....	1	7
		—
Total injured.....		20

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your Company has adopted any plan for preventing such accidents?
Ans. No accidents have occurred on this railway from this cause, for over two years. Our standard frogs have cast-steel fillings, and we use wooden wedges.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Fred. Taylor, New York City.
Vice-President—E. F. Winslow, Cedar Rapids, Iowa.
Secretary—W. D. Walker, Cedar Rapids, Iowa.
Treasurer—Alexander Taylor, New York City.
Assistant Treasurer—C. Stickney, Cedar Rapids, Iowa.
General Manager—E. F. Winslow, Cedar Rapids, Iowa.
Superintendent, and General Freight and Ticket Agent—C. J. Ives, Cedar Rapids, Iowa.
Assistant General Superintendent—None.
Division Superintendents—None.
Chief Engineer—William P. Clark, Cedar Rapids, Iowa.
Superintendent of Telegraph—Jno. C. Fox, Cedar Rapids, Iowa.
Auditor—J. C. Brocksmit, Cedar Rapids, Iowa.
General Passenger Agent (Assistant)—B. F. Mills, Cedar Rapids, Iowa.
General Freight Agent (Assistant)—A. L. Mohler, Cedar Rapids, Iowa.
General Solicitor—Hon. J. Tracy, Burlington.
General Agent—Charles W. Gardiner, Cedar Rapids, Iowa.

NAMES OF DIRECTORS, WITH RESIDENCE.

Fred. Taylor, New York City.
Alex. Taylor, New York City.
Fred. Butterfield, New York City.
Horace Porter, New York City.
George Bliss, New York City.
W. S. Nichols, New York City.
William S. Opdyke, New York City.
John M. Denison, Baltimore, Maryland.
M. Shepard Bolles, Boston, Massachusetts.
Charles Bard, Norwich, Connecticut.
John I. Blair, Blairstown, New Jersey.
S. C. Bever, Cedar Rapids, Iowa.
E. F. Winslow, Cedar Rapids, Iowa.

General Offices at Cedar Rapids, Iowa.
Date of Annual Meeting of Stockholders—Fourth Tuesday in February of each year.
Fiscal year of the company ends June 30.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

There were 1421 stockholders. The list would convey no information, as considerable of the stock has since changed hands.

STATE OF IOWA,)
COUNTY OF LINN. }

E. F. Winslow, Vice-President and General Manager, and C. J. Ives, Superintendent, of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

[L. S. OF R. R.] [Signed] E. F. WINSLOW,
C. J. IVES.

ATTEST:

W. D. WALKER, *Secretary.*

Subscribed and sworn to before me this 13th day of September, A. D., 1879.

[L. S.] CHAS. W. GARDINER,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this
15th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

BURLINGTON & SOUTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 20,000,000.00
Par value of shares	\$ 100.00
Number of stockholders at date of last election.....	365
Number of stockholders in Iowa at same date	234
Capital stock authorized by vote of company	1,793,700.00
Capital stock preferred, and conditions of preferment....	None
Capital stock, total amount paid in as per books of the company	1,793,700.00

ASSETS—CORPORATE PROPERTY.

Estimated value of rolling stock.....	\$ 89,750.00
Estimated value of stations, buildings and fixtures	5,100.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	1,850.00
Estimated value of property per mile of road [142 miles]; Estimated by State Board of Equalization for taxation for 90 miles in Iowa at \$2,200 per mile.	

DEBT.

Funded Debt, as follows:

First mortgage bonds (due 1890, bear interest at 8 per cent, currency, which is payable semi-annually), amount	\$ 1,800,000.00
Linneas branch mortgage bonds (due 1892, bear interest at 7 per cent, gold, which is payable semi-annually), amount...	1,600,000.00
Second mortgage bonds (due 1882, bear interest at 8 per cent, currency, which is payable semi-annually), amount	88,000.00

\$200,000 of 7 per cent receiver's certificates authorized by United States court to complete and equip gap of 22 miles in Missouri.

There is a large amount of floating debt. Several hundred thousand dollars, which can only be got at from the old books of the railway company at considerable outlay of time and expense, and as the whole property is under a decree of sale under foreclosure, it can be of no use unless the Commissioners specially desire it.

COST OF EQUIPMENT.

Locomotives	(5)
Passenger, mail and baggage cars.....	(6)
Freight and other cars ... 103 freight, 2 cabooses, 18 hand-cars	
Total for equipment, bought by this railway company and books show to have cost.....	\$ 173,021.19

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

The policy of the road, being in hands of the court, and with scarcely earnings enough to meet the ordinary expenses of operating, has been to get along with as few repairs as possible, and has been mainly confined to bridges, which have been renewed with wood and charged as new work in operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSENGERS.	FREIGHT.
July, 1878.....	\$ 2,588.59	\$ 9,548.60
August, 1878.....	3,137.60	14,739.92
September, 1878....	2,951.40	13,561.53
October, 1878.....	3,255.55	14,447.58
November, 1878.....	2,607.97	17,809.56
December, 1878.....	2,357.74	12,732.42
January, 1879.....	2,188.64	13,709.56
February, 1879....	2,638.67	11,295.68
March, 1879.....	3,677.79	13,105.35
April, 1879.....	2,858.83	13,557.54
May, 1879.....	2,423.75	13,866.03
June, 1879.....	2,563.60	13,032.81
Totals	\$ 33,250.13	\$ 161,406.58

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 679.94	\$ 297.49	\$ 36.53
August, 1878.....	679.94	272.04	45.05
September, 1878.....	679.94	269.61	53.78
October, 1878.....	679.94	291.41	.....
November, 1878.....	679.94	279.46	24.54
December, 1878.....	679.94	363.85	22.58
January, 1879.....	679.94	260.80	48.40
February, 1879.....	679.94	264.72	43.72
March, 1879.....	679.94	302.06	36.70
April, 1879.....	679.94	306.65	42.42
May, 1879.....	679.94	270.97	39.22
June, 1879.....	679.94	266.58	48.94
Totals	\$ 8,159.28	\$ 3,445.73	\$ 441.88

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$	33,250.13
Receipts for express		3,445.73
Receipts for mails		8,159.28
<hr/>		
<i>Total receipts from passenger trains</i>	\$	44,855.14
Receipts from passenger trains, per train mile run [113,306 miles]	\$0.40 05-100	
Receipts from freight		161,406.58
<hr/>		
<i>Total receipts from freight trains</i>	\$	161,406.58
Receipts from freight trains, per train mile run [138,299 miles], \$1.167.		
Receipts from miscellaneous sources, telegraph		441.88
<hr/>		
Total earnings	\$	206,703.60
Proportion for Iowa	\$130,976.19	
Earnings per mile of road operated [181 miles]	\$1,139.56	
Per train mile, for passenger, freight and mixed trains [251,605 miles] ..	\$0.82 11-100	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties } —new ties, No. —, cost per tie, \$—	\$	51,755.96
Repairs of bridges—labor and supplies		4,469.61
Repairs of fences—labor and supplies		826.84
Repairs of buildings, stations and water-tanks, etc.		911.09
<hr/>		
Total	\$	57,963.50

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	13,511.00
Repairs of cars		14,096.19
<hr/>		
Total	\$	27,607.19

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	15,953.84
Oil, waste and lights		2,508.35
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks, miscellaneous train and station supplies, and expenses		37,673.44
Water supply		3,463.80
Loss and damage of goods		663.85
Injuries to persons		322.42
Damage for stock killed		5,388.87
Hire of cars		4,981.05
Legal expenses		1,829.08
All other expenses chargeable to this account—track rent		12,000.00
<hr/>		
Total	\$	84,784.70

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company, general office expenses, including clerk hire, rent, fuel, lights, etc., insurance, except taxes	\$	10,496.87
Taxes in Iowa and other States		18,334.58
Total	\$	28,831.45

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4)	\$	199,186.84
Proportion for Iowa	\$	133,175.76
Per mile of road operated		1,100.48
Net earnings per train mile [181 miles]		39.08

GENERAL RECAPITULATION.

Total earnings	\$	206,703.60
Total operating expenses		199,186.84
Net earnings—earnings above operating expenses		7,516.65

DESCRIPTION OF ROAD.

Date when the road or portions thereof was opened for public use:		
From Viele, Iowa, to Farmington, Iowa, June 1, 1871.		
From Viele, Iowa, to Mt. Stirling, Iowa, September 24, 1871.		
From Viele, Iowa, to Milton, Iowa, November 1, 1871.		
From Viele, Iowa, to Pulaski, Iowa, December 11, 1871.		
From Viele, Iowa, to Moulton, Iowa, December 31, 1871.		
From Viele, Iowa, to Cincinnati, Iowa, December 11, 1872.		
From Viele, Iowa, to Unionville, Missouri, June 8, 1873.		
From Viele, Iowa, to Laeade, Missouri, October 1, 1876.		
Length of main line of road completed from Burlington to Laeade	181	miles
Length of main line of road completed in Iowa	117	miles
Length of main line of road completed in Missouri	11.33	miles
Branches owned by company	53.01	miles
Total length of road belonging to this company	142	miles
Aggregate length of sidings and other tracks not above enumerated	4.86	miles
Same in Iowa	3.7	miles
Aggregate length of track belonging to this company computed as single track	142	miles
Same in Iowa	78	miles
Gauge of track	4 ft. 8½	in.
Total length of track belonging to this company laid with iron rails [weights, per yard, 50 and 52 lbs.]	142	miles

Roads belonging to other Companies, operated by this Company, under Lease or Contract.

Name, description and length of each.	
Chicago, Burlington & Quincy	25 miles
St. Louis, Kansas City & Northern	14 miles
Total length of above roads	39 miles
Total length of above roads in Iowa	39 miles
Total length of above roads in other States	None
Total miles of road operated by this company	181 miles
Total miles of road operated by this company in Iowa	117 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 9; aggregate length, feet.....	1,780
Wooden trestles, number of, 137; aggregate length, feet	14,552
Culverts, number of, 196; aggregate length, feet	7,008

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Keokuk & Des Moines Railroad, at Farmington, Iowa; Missouri, Iowa
& Nebraska Railroad, at Sedan, Iowa.

What railroads cross your road either over or under your grade in this State,
and where? None.

What regulations govern your employes in regard to the crossings of other
railroads, and are they found to be sufficient? Come to full stop not
over 800 feet, nor less than 200 feet before crossing.

What regulations govern your employes in regard to the crossings of public
highways, and are these regulations found to be sufficient? Bell rung
and whistle sounded; they are.

STATIONS.

Number of stations	29
Same in Iowa	12

ROLLING STOCK.

Number of locomotives of more than thirty tons weight, exclusive of tender	1
Number of locomotives of more than twenty tons weight, exclusive of tender	5
Number of passenger cars—12-wheel	1
Number of passenger cars—8-wheel	2
Number of express and baggage cars	3
Number of box freight cars	24
Number of stock cars	25
Number of platform and coal cars	54
Number of conductors' way-cars	2
Number of hand-cars	18

Average amount of tonnage that can be carried over your road with an
engine of the power and weight you use for freight trains—give the
weight of engines generally used. Seventeen freight cars; thirty tons.

Average number of passenger and express cars that can be hauled on your
regular trains by an engine of given power and weight—give weight of
engine generally used. Full capacity never tested—have hauled twelve;
thirty tons.

Number of locomotives and passenger cars equipped with train-brake. None.

Number of passenger and baggage cars with Miller platform and buffer. Six.

TELEGRAPHS.

Miles of telegraph on line operated by company	181
Miles of telegraph owned by company	53
Number of telegraph offices in company's stations	21
Number of telegraph stations operated by company	21
Number of telegraph stations operated jointly by rail and telegraph companies	11

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	113,306
Miles run by freight trains	138,299
<hr/>	
Total mileage of passenger, freight and mixed trains....	251,605
Highest rate of fare per mile, for any distance.....	4 cents
Lowest rate of fare per mile, for any distance (single fare).....	4 cents
Rate of speed of passenger and express trains, including stops	18 miles
Rate of speed of freight trains, including stops	12 miles

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American; once and one-half first class rates for freight and messenger fare one way full fare; general express; take freights at depot.

What freight and transportation companies run on your road? None.

What amount have you paid other coporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Western Car Company, New York, N. Y.	\$ 5,880.00
North Chicago Rolling Mill Company, Chicago, Ill.	3,240.00
Eureka Iron Company, Detroit, Mich.	600.00

Total amount paid \$ 9,720.00

Do sleeping, parlor or dining-room cars run on your road? None.

What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service? Forty-five dollars per mile; daily mail each way, except Sunday.

ACCIDENTS RESULTING TO PERSONS IN IOWA.

April 3, 1879. Robert Devoe, brakeman; injured by having fingers crushed coupling cars at Farmington, Iowa.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Elijah Smith, Boston, Massachusetts.
Vice-President—Henry Sayles, Boston, Massachusetts.
Secretary and Treasurer—J. A. Ostrander, Burlington, Iowa.
General Manager—Elijah Smith, Burlington, Iowa.
General Superintendent—John W. Smith, Burlington, Iowa.
Chief Engineer—H. A. Sumner, Burlington, Iowa.
Auditor—J. A. Ostrander, Burlington, Iowa.
General Passenger Agent—J. A. Ostrander, Burlington, Iowa.
General Freight Agent—J. A. Ostrander, Burlington, Iowa.
Receiver—Elijah Smith, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.
Henry Sayles, Boston, Massachusetts.
P. W. Smith, Boston, Massachusetts.
W. W. Crapo, New Bedford, Massachusetts.
W. J. Rotch, New Bedford, Massachusetts.
Edward D. Mandell, New Bedford, Massachusetts.
John Severance, St. Joseph, Missouri.

T. B. Weakley, St. Joseph, Missouri.
Jeff. Chandler, St. Joseph, Missouri.

General offices at Burlington, Iowa.

Date of annual meeting of stockholders, second Wednesday in July.

Fiscal year of the company, none fixed.

STATE OF IOWA,)
COUNTY OF DES MOINES. }

J. A. Ostrander, Auditor of the Burlington & Southwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement as can be made of the condition and affairs of said company, on the 30th day of June, 1879, to the best of my knowledge and belief.

(Signed) J. A. OSTRANDER, *Auditor.*

[L. S. OF R. R.]

Subscribed and sworn to, before me, this 16th day of September, A. D. 1879.

H. B. SCOTT,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, A. D. 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CENTRAL IOWA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 12,000,000.00
Par value of shares.....	\$100.00
Capital stock issued [number of shares 49,210.55] amount paid in	4,921,055.00

DEBT.

Funded debt, as follows:	
First mortgage bonds (due July 15, 1899, bear interest at 7 per cent, which is payable semi annually), amount.....	\$ 3,700,000.00
Second mortgage bonds (due January 15, 1901, bear interest at 7 per cent, which is payable——,) amount.....	925,000.00
Interest past due July 15, 1873, and none paid since on first mortgage bonds.	
Interest past due April 15, 1873, and none paid since on second mortgage bonds.	
Total amount of funded debt.....	4,625,000.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Double track extension, new side tracks.....	\$ 3,695.70
Land, right-of-way.....	1,980.00
Passenger and freight stations, wood-sheds and water stations	3,277.12
New locomotives.....	14,280.00
New snow-plows.....	850.82
New freight cars.....	15,650.00
Machine-shops, machinery, and tools.....	280.87
New fences.....	5,613.06
Any other expenditures charged to property account, specifying same.....	718.35
Total.....	\$ 46,345.92

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. This road has pursued the policy of replacing iron with steel rails, wooden, trestle and pile bridges and culverts with other wooden ones --truss (wooden) bridges, with combination bridges. No money has been spent in reducing grades, considerable track has been ballasted during the year. All the above accounts are charged to repairs and renewals.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 5,202.71	\$ 11,784.31	\$ 16,987.02
August, 1878.....	4,998.39	12,388.93	17,387.32
September, 1878.....	5,247.04	13,198.38	18,445.42
October, 1878.....	5,349.84	11,830.83	17,180.67
November, 1878.....	4,928.51	9,364.38	14,292.89
December, 1878.....	3,598.82	8,447.06	12,045.88
January, 1879.....	2,664.94	6,941.84	9,606.78
February, 1879.....	2,444.70	7,866.38	10,311.08
March, 1879.....	3,572.06	9,941.54	13,513.60
April, 1879.....	4,031.31	8,392.06	12,423.37
May, 1879.....	3,981.18	8,376.87	12,358.05
June, 1879.....	4,111.59	9,122.82	13,234.41
Totals	\$ 50,131.09	\$ 117,655.40	\$ 167,786.49

FROM TRANSPORTATION OF FREIGHT.

	TOTAL.
July, 1878.....	\$ 33,847.00
August, 1878.....	35,925.51
September, 1878.....	48,152.19
October, 1878.....	59,119.59
November, 1878.....	53,177.26
December, 1878.....	50,681.75
January, 1879.....	45,771.70
February, 1879.....	31,782.59
March, 1879.....	38,334.15
April, 1879.....	33,958.59
May, 1879.....	34,952.35
June, 1879.....	46,578.30
Totals.....	\$ 512,280.98

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 797.45	\$ 707.25	\$ 1,499.64
August, 1878.....	797.45	612.93	758.52
September, 1878.....	797.45	919.61	2,479.17
October, 1878.....	797.45	654.96	1,770.91
November, 1878.....	797.45	500.00	2,053.14
December, 1878.....	797.45	500.00	1,385.17
January, 1879.....	797.45	500.00	1,384.70
February, 1879.....	797.45	500.00	1,749.02
March, 1879.....	797.45	500.00	1,361.29
April, 1879.....	797.45	500.00	1,926.78
May, 1879.....	797.45	500.00	1,534.76
June, 1879.....	797.45	569.64	1,058.91
Totals	\$ 9,569.40	\$ 6,964.39	\$ 18,962.01

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$	117,655.40	
Receipts from through passengers.....		50,131.00	
Receipts for express.....		6,964.39	
Receipts for mails.....		9,569.40	
<hr/>			
Total receipts from passenger trains.....	\$		184,320.28
Receipts from passenger trains, per train mile run [226,759 miles].....	\$	0.81-30	
<hr/>			
Total receipts from freight trains.....	\$		512,280.98
Receipts from freight trains, per train mile run [240,882 miles]	\$	2.12-20	
Receipts from miscellaneous sources.....	\$		18,962.01
<hr/>			
Total earnings.....	\$		715,563.27
Proportion for Iowa.....	[	\$715,563.27]	
Earnings per mile of road operated [189 miles]...		[3,786.05]	
Per train mile, for passengers, freight and mixed trains [467,641 miles].....		[1.52-90]	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Reduction of twenty-five per cent on coal only.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties...	\$	63,382.12
Repairs of track—new ties No. 62,017, cost per tie .50-06.....		31,046.24
Repairs of bridges—labor and supplies.....		56,552.76
Repairs of fences—labor and supplies.....		2,761.45
Repairs of buildings—stations and water tanks, etc.....		10,770.32
Repairs of telegraph.....		1,449.71
Repairs and additions to machine-shops and machinery.....		779.59
Tools for road work.....		1,807.57
Road crossings, signs, etc.....		790.01
New rails—No. tons iron, cost 453 730-2240 less credit for old rails \$———.....		8,707.23
New rails—No. tons steel, cost 1447 2116-2240 less credit for old rails \$———.....		54,400.74
All other expenditures chargeable to this account.....		2,904.30
<hr/>		
Total	\$	235,352.04

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives—labor.....	}	\$	14,781.53
Repairs of passenger locomotives—supplies.....			
Repairs of freight locomotives—labor.....	}		32,019.51
Repairs of freight locomotives—supplies.....			
All other expenditures chargeable to this account.....			6,377.46
Repairs of passenger, baggage and express cars.....			20,372.97
Repairs of freight cars.....			32,755.00
Repairs of machinery and tools.....			3,330.43
<hr/>			
Total.....	\$		109,636.95

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	32,590.30
Oil waste and lights.....		4,962.65

Wages of employes—conductors, enginemen, brakemen, station-men, (all grades) and clerks.....	\$	99,288.95
Miscellaneous train and station supplies.....		1,315.25
Miscellaneous train and station expenses.....		5,240.77
Water supply.....		4,101.15
Telegraph operation.....		4,462.59
Loss and damage of goods.....		239.98
Injuries to persons.....		780.10
Damages for stock killed.....		2,098.18
Damages to property, including damages by fire.....		242.82
Hire of cars.....		2,304.99
Legal expenses.....		3,441.49
All other expenses chargeable to this account.....		5,041.42
Total.....	\$	166,055.64

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the companies.....	\$	12,322.01
General office expenses, including clerk hire, rent, fuel, lights, etc.		7,958.32
Insurance.....		1,462.10
Taxes in Iowa.....		17,742.32
Advertising.....		2,222.30
Printing and stationery.....		945.75
All other expenses chargeable to this account.....		1,820.73
Total.....	\$	43,973.56

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in class 1, 2, 3 and 4</i>).....	\$	555,018.19
Proportion for Iowa.....	[\$555,018 19-100]	
Per mile of road operated....	[2,938 60-100]	
Per train mile for passenger, freight and mixed trains * [467,641 miles].....	[1.18 6-10]	
Expense of running and management of passenger trains....		166,505.46
Expense of running and management of passenger trains, per train mile .....	.73 4-10	
Expense of running and management of freight trains.....		388,512.73
Expense of running and management of freight trains, per train mile.....	1.61 3-10	
Percentage of expenses to earnings.....	[\$ 77 5-10]	
Net earnings per train mile..... (467,641 miles)* [	0.34 3-10]	

GENERAL RECAPITULATION.

Total earnings.....	\$	715,563.27
Total operating expenses.....		555,018.19
Net earnings—earnings above operating expenses.....		160,545.08

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$	46,345.92
Floating debt liquidated during the year.....		73,295.26
Foreclosure paid.....		32,856.64
Dividends declared, ——— per cent for the year, amount.....		

* Work train mileage not included.

Date of last dividend declared.....	[\$_____]	
Cash, cash assets and material, July 1st, 1879.....	142,471.82	
Cash, cash assets and material, June 30, 1878.....	135,111.52	
Surplus at the commencement of the year.....		\$ 7,300.30
Book liabilities, June 30, 1878.....	57,377.85	
Book liabilities, July 1, 1879.....	56,690.89	
Total surplus.....		686.96
Total.....	\$	100,545.08

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

July 1, 1878, cash assets on hands and book balance.....	\$	135,111.52
July 1, 1879, earnings twelve months.....		715,563.27
July 1, 1879, book liabilities at date, not including old indebted- ness.....		56,690.89
Total.....	\$	907,365.68

CR.

July 1, 1878, book liabilities at date.....	\$	57,377.85
July 1, 1879, operating expenses.....		555,018.19
July 1, 1879, improvements and equipments.....		46,345.92
July 1, 1879, foreclosure accounts.....		32,856.64
July 1, 1879, cash, assets and mail on hand.....		142,471.82
July 1, 1879, old indebtedness—floating debt paid.....		73,295.26
Total....	\$	907,365.68

Road sold on foreclosure and turned over to new company C. I. R'y Co., June 18, 1879, and report herewith showing business for year, including thirteen days for new company, from 18th to 30th of June, 1879, inclusive.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Ackley to Eldora, July, 1868.	
From Eldora to Marshalltown, December, 1869.	
From Marshalltown to Albia, February, 1871.	
From Ackley to Mason City, November, 1870.	
From Mason City to Northwood, October, 1871.	
Length of main line of road completed, from Northwood to Albia.....	189 14-100 miles.
Length of main line of road completed, in Iowa.....	189 14-100 miles.
Branches owned by company, viz:	
Muchakinoek Branch, length.....	1 5-10 miles.
Total length of road belonging to this company.....	190.64 miles.
Aggregate length of tracks belonging to this company computed, including side track as single track.....	212.00 miles.
Same in Iowa.....	212.00 miles.
Gauge of track.....	4.8 1/2
Total length of tracks belonging to this company laid with steel rails [weights per yard 52 lbs.].....	35.899 miles.
Total length of tracks belonging to this company laid with iron rails [weight per yard 45, 50 and 56 lbs.].....	176.101 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden and combination bridges, number of 29; aggregate length, feet.....	3,181.25
Wooden trestles and piling, number of 298; aggregate length, feet..	28,797.11
Culverts, number of 235; aggregate length.....	

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Chicago, Milwaukee & St. Paul Railroad at Mason City Transfer and Mason City.	
Illinois Central Railroad at Ackley.	
Chicago & Northwestern Railroad at Marshalltown.	
Chicago, Rock Island & Pacific Railroad at Grinnell.	
Keokuk & Des Moines Division Chicago, Rock Island & Pacific Railroad at Given.	
Chicago, Burlington & Quincy Railroad at Albia.	
What railroads cross your road either over or under grade in this State, and where?	
Chicago, Rock Island & Pacific Railroad under at Oskaloosa.	
Number of crossings of highways at grade in this State without protection.....	205
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	2
Number of highway bridges eighteen feet above track.....	1
Number of highway bridges less than eighteen feet above track...	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. All trains must be brought to a full stop before reaching the crossing of another railroad, junction, switch, or stop board, and remain so until the engineer is certain that he can cross without danger. No train or engine must be allowed to stand across any railroad, or to remain standing more than five minutes across any street or public highway.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Engineers must sound the whistle ten seconds when approaching the limits of Marshalltown. Sound at other stations five seconds. Give the signal—one long and one short blast—when approaching all highway crossings, two hundred yards distant. The bell must also be rung, commencing two hundred yards from the crossing, and continuing until passed; also, while passing through towns and approaching meeting points.	

STATIONS.

Number of stations in Iowa.....	36
---------------------------------	----

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	560
Same in Iowa.....	560

FENCING.

How many miles of fencing have you on your road in Iowa?....	162 25-100
How many miles of fencing have you built during the year?....	30 15-100
What was the average cost per rod?	\$.58 17-100
<hr/>	
Total cost of same?.....	\$5,613.06

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	113,306
Miles run by freight trains	138,299
<hr/>	
Total mileage of passenger, freight and mixed trains....	251,605
Highest rate of fare per mile, for any distance.....	4 cents
Lowest rate of fare per mile, for any distance (single fare).....	4 cents
Rate of speed of passenger and express trains, including stops	18 miles
Rate of speed of freight trains, including stops	12 miles

ADDITIONAL QUESTIONS.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American; once and one-half first class rates for freight and messenger fare one way full fare; general express; take freights at depot.

What freight and transportation companies run on your road? None.

What amount have you paid other coporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Western Car Company, New York, N. Y.	\$ 5,880.00
North Chicago Rolling Mill Company, Chicago, Ill.	3,240.00
Eureka Iron Company, Detroit, Mich.	600.00

Total amount paid	\$ 9,720.00
-------------------------	-------------

Do sleeping, parlor or dining-room cars run on your road? None.

What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service? Forty-five dollars per mile; daily mail each way, except Sunday.

ACCIDENTS RESULTING TO PERSONS IN IOWA.

April 3, 1879. Robert Devoe, brakeman; injured by having fingers crushed coupling cars at Farmington, Iowa.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Elijah Smith, Boston, Massachusetts.

Vice-President—Henry Sayles, Boston, Massachusetts.

Secretary and Treasurer—J. A. Ostrander, Burlington, Iowa.

General Manager—Elijah Smith, Burlington, Iowa.

General Superintendent—John W. Smith, Burlington, Iowa.

Chief Engineer—H. A. Sumner, Burlington, Iowa.

Auditor—J. A. Ostrander, Burlington, Iowa.

General Passenger Agent—J. A. Ostrander, Burlington, Iowa.

General Freight Agent—J. A. Ostrander, Burlington, Iowa.

Receiver—Elijah Smith, Burlington, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.

Henry Sayles, Boston, Massachusetts.

P. W. Smith, Boston, Massachusetts.

W. W. Crapo, New Bedford, Massachusetts.

W. J. Rotch, New Bedford, Massachusetts.

Edward D. Mandell, New Bedford, Massachusetts.

John Severance, St. Joseph, Missouri.

T. B. Weakley, St. Joseph, Missouri.
Jeff. Chandler, St. Joseph, Missouri.

General offices at Burlington, Iowa.

Date of annual meeting of stockholders, second Wednesday in July.

Fiscal year of the company, none fixed.

STATE OF IOWA,)
COUNTY OF DES MOINES. }

J. A. Ostrander, Auditor of the Burlington & Southwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement as can be made of the condition and affairs of said company, on the 30th day of June, 1879, to the best of my knowledge and belief.

(Signed) J. A. OSTRANDER, *Auditor*.

[L. S. OF R. R.]

Subscribed and sworn to, before me, this 18th day of September, A. D. 1879.

H. B. SCOTT,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, A. D. 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CENTRAL IOWA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 12,000,000.00
Par value of shares.....	\$100.00
Capital stock issued[number of shares 49,210.55]amount paid in	4,921,055.00

DEBT.

Funded debt, as follows:

First mortgage bonds (due July 15, 1899, bear interest at 7 per cent, which is payable semi annually), amount.....	\$ 3,700,000.00
Second mortgage bonds (due January 15, 1901, bear interest at 7 per cent, which is payable——,) amount.....	925,000.00
<hr/>	
Interest past due July 15, 1873, and none paid since on first mortgage bonds.	
Interest past due April 15, 1873, and none paid since on second mortgage bonds.	
Total amount of funded debt.....	4,625,000.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Double track extension, new side tracks.....	\$ 3,695.70
Land, right-of-way.....	1,980.00
Passenger and freight stations, wood-sheds and water stations	3,277.12
New locomotives.....	14,280.00
New snow-plows.....	850.82
New freight cars.....	15,650.00
Machine-shops, machinery, and tools.....	280.87
New fences.....	5,613.06
Any other expenditures charged to property account, specifying same.....	718.35
<hr/>	
Total.....	\$ 46,345.92

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. This road has pursued the policy of replacing iron with steel rails, wooden, trestle and pile bridges and culverts with other wooden ones —truss (wooden) bridges, with combination bridges. No money has been spent in reducing grades, considerable track has been ballasted during the year. All the above accounts are charged to repairs and renewals.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 5,202.71	\$ 11,784.31	\$ 16,987.02
August, 1878.....	4,998.39	12,388.93	17,387.32
September, 1878.....	5,247.04	13,198.38	18,445.42
October, 1878.....	5,349.84	11,830.83	17,180.67
November, 1878.....	4,928.51	9,364.38	14,292.89
December, 1878.....	3,598.82	8,447.06	12,045.88
January, 1879.....	2,664.94	6,941.84	9,606.78
February, 1879.....	2,444.70	7,866.38	10,311.08
March, 1879.....	3,572.06	9,941.54	13,513.60
April, 1879.....	4,031.31	8,392.06	12,423.37
May, 1879.....	3,981.18	8,376.87	12,358.05
June, 1879.....	4,111.59	9,122.82	13,234.41
Totals	\$ 50,131.09	\$ 117,655.40	\$ 167,786.49

FROM TRANSPORTATION OF FREIGHT.

	TOTAL.
July, 1878.....	\$ 33,847.00
August, 1878.....	35,925.51
September, 1878.....	48,152.19
October, 1878.....	59,119.59
November, 1878.....	53,177.26
December, 1878.....	50,681.75
January, 1879.....	45,771.70
February, 1879.....	31,782.59
March, 1879.....	38,334.15
April, 1879.....	33,058.59
May, 1879.....	34,952.35
June, 1879.....	46,578.30
Totals.....	\$ 512,280.98

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 797.45	\$ 707.25	\$ 1,499.64
August, 1878.....	797.45	612.93	758.52
September, 1878.....	797.45	919.61	2,479.17
October, 1878.....	797.45	654.96	1,770.91
November, 1878.....	797.45	500.00	2,053.14
December, 1878.....	797.45	500.00	1,385.17
January, 1879.....	797.45	500.00	1,384.70
February, 1879.....	797.45	500.00	1,749.02
March, 1879.....	797.45	500.00	1,361.29
April, 1879.....	797.45	500.00	1,926.78
May, 1879.....	797.45	500.00	1,534.76
June, 1879.....	797.45	569.64	1,058.91
Totals	\$ 9,569.40	\$ 6,964.39	\$ 18,962.01

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$	117,655.40	
Receipts from through passengers.....		50,131.09	
Receipts for express.....		6,964.39	
Receipts for mails.....		9,569.40	
<hr/>			
<i>Total receipts from passenger trains.....</i>	<i>\$</i>		<i>184,320.28</i>
Receipts from passenger trains, per train mile run [226,759 miles].....	\$	0.81-80	
<hr/>			
<i>Total receipts from freight trains.....</i>	<i>\$</i>		<i>512,280.98</i>
Receipts from freight trains, per train mile run [240,882 miles]	\$	2.12-20	
Receipts from miscellaneous sources.....	\$		18,962.01
<hr/>			
Total earnings.....	\$		715,563.27
Proportion for Iowa.....	[\$715,563.27]		
Earnings per mile of road operated [189 miles]...	[3,786.05]		
Per train mile, for passengers, freight and mixed trains [467,641 miles].....		[1.52-90]	

Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Reduction of twenty-five per cent on coal only.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties...	\$	63,382.12
Repairs of track—new ties No. 62,017, cost per tie .50-06.....		31,046.24
Repairs of bridges—labor and supplies.....		56,552.76
Repairs of fences—labor and supplies.....		2,761.45
Repairs of buildings—stations and water tanks, etc.....		10,770.32
Repairs of telegraph.....		1,449.71
Repairs and additions to machine-shops and machinery.....		779.59
Tools for road work.....		1,807.57
Road crossings, signs, etc.....		790.01
New rails—No. tons iron, cost 453 730-2240 less credit for old rails \$———.....		8,707.23
New rails—No. tons steel, cost 1447 2116-2240 less credit for old rails \$———.....		54,400.74
All other expenditures chargeable to this account.....		2,904.30
<hr/>		
Total	\$	285,352.04

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives—labor.....	}	\$	14,781.53
Repairs of passenger locomotives—supplies.....			
Repairs of freight locomotives—labor.....	}		32,019.51
Repairs of freight locomotives—supplies.....			
All other expenditures chargeable to this account.....			6,377.46
Repairs of passenger, baggage and express cars.....			20,372.97
Repairs of freight cars.....			32,755.09
Repairs of machinery and tools.....			3,330.43
<hr/>			
Total.....	\$		109,636.95

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	32,590.30
Oil waste and lights.....		4,962.65

Wages of employes—conductors, enginemen, brakemen, stationmen, (all grades) and clerks.....	\$	99,233.95
Miscellaneous train and station supplies.....		1,315.25
Miscellaneous train and station expenses.....		5,240.77
Water supply.....		4,101.15
Telegraph operation.....		4,462.59
Loss and damage of goods.....		239.98
Injuries to persons.....		780.10
Damages for stock killed.....		2,098.18
Damages to property, including damages by fire.....		242.82
Hire of cars.....		2,304.99
Legal expenses.....		3,441.49
All other expenses chargeable to this account.....		5,041.42
Total.....	\$	166,055.64

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the companies.....	\$	12,322.01
General office expenses, including clerk hire, rent, fuel, lights, etc.....		7,958.32
Insurance.....		1,462.10
Taxes in Iowa.....		17,742.32
Advertising.....		2,222.30
Printing and stationery.....		945.75
All other expenses chargeable to this account.....		1,320.73
Total.....	\$	43,973.56

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in class 1, 2, 3 and 4</i>).....	\$	555,018.19
Proportion for Iowa.....	[\$555,018 19-100]	
Per mile of road operated.....	[2,936 60-100]	
Per train mile for passenger, freight and mixed trains * [467,641 miles].....	[1.18 6-10]	
Expense of running and management of passenger trains....		166,506.46
Expense of running and management of passenger trains, per train mile .....		.73 4-10
Expense of running and management of freight trains.....		388,512.73
Expense of running and management of freight trains, per train mile.....		1.61 3-10
Percentage of expenses to earnings.....	[\$ 77 5-10]	
Net earnings per train mile.....(467,641 miles)*[	0.34 3-10]	

GENERAL RECAPITULATION.

Total earnings.....	\$	715,563.27
Total operating expenses.....		555,018.19
Net earnings—earnings above operating expenses.....		160,545.08

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$	46,345.92
Floating debt liquidated during the year.....		73,295.26
Foreclosure paid.....		32,856.64
Dividends declared, ——— per cent for the year, amount.....		

* Work train mileage not included.

C., B. & Q. Trust Mortgage 7 per cent bonds, dated July 1, 1873, and payable July 1, 1903.....	\$ 13,261,000.00
C., B. & Q. 5 per cent bonds, dated June 1, 1875, and payable June 1, 1895.....	407,000.00
C., B. & Q. 5 per cent bonds, dated October 1, 1876, and payable October 1, 1901.....	2,382,000.00
B. & M. R. R. R. new bonds.....	4,638,250.00
B. & M. R. R. R. convertible 1879.....	16,500.00
B. & M. R. R. R. convertible 1894.....	279,000.00
B. & M. R. R. R. convertible 1889.....	370,500.00
Total	\$ 26,753,725.00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road, changes of grade..	\$ 377,521.81
Branches:	
Chariton, Des Moines & Southern Railroad.....	330,418.70
Creston & Northern Railroad.....	194,342.77
Nebraska City, Sidney & Northeastern Railway.....	214,771.69
Leon, Mount Ayr & Southwestern Railroad.....	16,627.51
Des Moines & Knoxville Railway.....	35,338.71
Brownsville & Nodaway Valley Railroad.....	19,035.76
Red Oak & Atlantic Railroad.....	686.45
Keokuk & St. Paul Railroad.....	40,218.97
Double track extension.....	10,685.81
Land.....	37,278.48
Passenger and freight stations, wood-sheds and water stations	10,697.95
Equipment for whole line in Illinois and Iowa {	
New locomotives.....	82,214.83
New snow-plows.....	269.51
New passenger cars.....	34,504.91
New mail and baggage cars.....	222.31
New freight cars	868,589.20
New fences.....	17,084.45

Total	\$ 2,294,773.82
Property sold and credited property account during the year	215.00
<i>Net addition to property account for the year.....</i>	<i>2,294,558.82</i>
State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.	

Ans. The policy of this company is to make their permanent improvements as rapidly as means will permit, and charge the cost to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSENGERS.	FREIGHT.
July, 1878.....	\$ 67,790.72	\$ 191,986.66
August, 1878.....	75,771.48	380,752.66
September, 1878.....	94,627.03	438,437.97
October, 1878.....	84,615.62	441,384.81
November, 1878.....	72,353.85	418,934.66
December, 1878.....	67,422.10	292,937.83
January, 1879.....	63,029.82	325,622.00
February, 1879.....	65,128.46	319,337.11
March, 1879.....	80,760.06	318,435.76
April, 1879.....	81,434.72	253,415.46
May, 1879.....	81,147.07	307,058.42
June, 1879.....	79,836.75	286,467.87
Totals.....	\$ 913,917.68	\$ 3,974,807.21

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 5,396.98	\$ 3,470.70	\$ 1,251.22
August, 1878.....	5,196.98	3,789.60	1,379.43
September, 1878.....	5,396.98	3,700.85	1,358.83
October, 1878.....	5,396.98	4,079.06	1,537.56
November, 1878.....	5,396.98	4,169.50	1,838.11
December, 1878.....	5,396.98	4,453.00	2,728.88
January, 1879.....	5,396.98	3,450.75	1,564.83
February, 1879.....	5,396.98	3,221.21	2,571.06
March, 1879.....	5,245.89	3,997.81	1,883.87
April, 1879.....	5,396.98	3,554.12	1,493.20
May, 1879.....	5,392.23	4,242.87	1,503.02
June, 1879.....	5,396.98	4,073.86	1,710.96
Totals.....	\$ 64,407.92	\$ 46,203.33	\$ 20,820.97

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 913,917.68
Receipts for express.....	46,203.33
Receipts for mails.....	64,407.92
Total receipts from passenger trains.....	1,024,528.93
Receipts from passenger trains, per train mile run [616,823 miles], \$1.661.	
Receipts from freight.....	3,974,807.21
Total receipts from freight trains.....	3,974,807.21
Receipts from freight and mixed trains, per train mile run [2,971,631 miles], \$1.338.	

Receipts from miscellaneous sources..... \$ 20,820.97
Total earnings, Iowa lines..... 5,020,157.11
Proportion for Iowa\$5,020,157.11]
Earnings per mile of road operated in Iowa [607.007 miles],
[\$8,270.34].
Per train mile, for passenger, freight and mixed trains [3,588,454
miles], [\$1.399].
Have you made any advance or reduction in freight since the enactment of
Chapter 77 of the Laws of the Seventeenth General Assembly—if so,
what percentage? There have been reductions on both through and lo-
cal rates. Cannot give percentage.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Analysis of operating expenses for the year ending January 30, 1879.

	IOWA.	WHOLE LINE.
Train service.....	\$ 269,469.53	\$ 605,183.50
Engine service.....	326,756.94	772,239.89
Station service.....	184,275.88	696,546.67
Water service	26,668.68	61,924.68
Repairs track.....	604,682.61	1,192,264.58
Repairs bridges	206,548.17	415,350.10
Repairs fences.....	19,420.88	52,325.92
Repairs buildings.....	27,715.91	115,896.27
Repairs docks and levies		3,908.31
Repairs engines	210,339.73	540,798.53
Repairs cars.....	307,557.47	787,203.42
Lost and damaged freight	4,961.41	13,254.74
Miscellaneous loss and damage.....	17,542.21	45,446.05
Telegraphing.....	70,483.56	145,954.34
Fuel consumed.....	277,736.00	633,515.07
Oil and waste.....	39,733.94	93,389.77
Stationery.....	14,026.57	38,777.92
Printing, advertising and subscription.....	9,589.14	19,514.91
General expenses.....	138,310.77	361,169.76
Legal expenses.....	11,760.57	30,490.70
Miscellaneous expenses.....	173.06	483.31
Foreign agencies.....	54,808.16	111,653.61
Insurance	7,610.78	18,270.18
Rent of cars.....	37,023.71	93,307.09
Taxes (all).....	113,311.41	302,405.21
Interest.....	422,618.25	2,027,534.55
Rent of roads	21,475.79	86,132.33
Total.....	\$ 3,424,601.13	\$ 9,265,041.43

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2,
3 and 4)..... \$ 9,265,041.43
Proportion for Iowa.....[\$3,424,601.13]
Per mile of road operated, [605,147 miles].....[*7,612.75]
Per train mile for passenger, freight and mixed
trains [3,588,454 miles].....[* \$1.283]
Percentage of expenses to earnings.....[* 68.22]
Net earnings per train mile, [3,588,454 miles].....[* \$ 0.444]

*These figures were changed by the Commissioners in their tables in order to make them agree with the form adopted.

GENERAL RECAPITULATION.

Total earnings.....	\$ 5,020,157.11
Total receipts during the year.....	[\$5,020,157.11]
Total operating expenses, including taxes and interest.....	3,424,601.13
Net earnings—earnings above operating expenses.....	1,595,555.98
Total receipts above operating expenses.....	[\$1,595,555.98]

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year—whole line.....	2,148,734.55
Interest falling due during the year, but not paid.....	None.
Total interest liability for the year.....	2,148,734.55
Receipts above operating expenses and interest.....	4,096,471.93
Amount paid during the year for permanent improvements, and charged to cost of road—whole line.....	1,180,787.73
Amount paid during the year for permanent improvements, and charged to operating expenses—steel rail, iron.....	239,260.24
Floating debt liquidated during the year. None at begining of year.	
Dividends declared, eight per cent for the year, amount.....	2,335,217.72
Date of last dividend declared,.....	[March 15, 1879]
*Balance for the year, or surplus [June 30, 1879], whole line. ..	536,828.46
*Surplus at the commencement of the year.....	3,887,027.30
†Total surplus.....	4,423,855.76
Paid to sinking funds in hands of trustees.....	224,425.77

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Construction accounts.....	\$ 43,497,739.69
Equipment accounts.....	10,305,748.42
Branch roads.....	4,468,485.13
Bills and accounts receivable and payable—balance.....	2,237,860.52
Steel rail and other materials on hand.....	861,183.20
Sinking fund.....	2,687,803.33
Stock and bonds of branch roads and cash on hand.....	4,043,500.00
Total.....	\$ 68,102,320.29

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.†

CR.

Capital stock.....	\$ 30,992,956.51
Funded debt.....	26,753,725.00
C. B. & Q. sinking fund.....	2,690,956.83
B. & M. sinking fund.....	1,749,228.76
Renewal fund.....	1,000,000.00
Profit and loss.....	491,597.43
Income account, (see note “†” on this page).....	4,423,855.76
Total.....	\$ 68,102,320.29

*These figures were changed by the Commissioners in their tables in order to make them agree with the form adopted.
† “It has sometimes been suggested that this surplus ought wholly or in part to be written off against the depreciation of our equipment and other perishable property”—(*Extract from Report of Directors, December 31st, 1877*).
‡ This balance sheet includes the assets and liabilities of the St. Louis, Rock Island & Chicago Railroad.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Burlington to Ottumwa, August 25, 1859.	
From Ottumwa to Chariton, June, 1867.	
From Chariton to Afton, August, 1868.	
From Afton to East Plattsmouth and Council Bluffs, December 20, 1869.	
Length of main line of road completed, from center of Missis-	
sippi River, Burlington, to Council Bluffs.....	295.078
Pacific Junction to East Plattsmouth.....	4.
Length of main line of road completed in Iowa.....	299.078
Length of double track on main line.....	3.063
Branches owned by company, viz:	
Burlington to Keokuk, length.....	42.820
Albia to Knoxville, length.....	33.216
Chariton to Leon, length.....	37.760
Chariton to Indianola, length.....	33.170
Creston to Hopkins, length.....	44.535
Creston to Fontanelle, length.....	28.500
Red Oak to East Nebraska City, length.....	50.000
Villisca to Clarinda, length.....	16.000
Hastings to Sidney, length.....	20.850
Quincy to Burlington, length (in Iowa).....	1.078
Total length of branches owned by company.....	307.929
Total length of branches owned by company, in Iowa... 306.069	
Total length of branches owned by company in Missouri, 1.860	
Total length of road belonging to this company, in Iowa.....	604.851
Aggregate length of sidings and other tracks not above enu-	
merated.....	117.948
Same in Iowa.....	117.948
Aggregate length of tracks belonging to this company in Iowa	
lines computed as single track.....	725.862
Same in Iowa.....	724.002
Gauge track....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel	
rails, [weights per yard 60 lbs.].....	253.860
Total length of tracks belonging to this company laid with iron	
rails, [weight per yard 48 to 56 lbs. average].....	354.054
Total miles of road operated by this company, in all States....	1,754.492
Total miles of road operated by this company, in Iowa.....	605.147

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE—IOWA.

Wooden bridges, number of, 56; aggregate length.....	7,685 feet.
Stone bridges, number of, none.	
Iron bridges, number of, 19; aggregate length.....	2,518 ft. 3 in.
Wooden trestles, number of, 748; aggregate length.....	75,204 ft.
Culverts, number of, 398; aggregate length.....	25,271 ft.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Hastings Branch.....	Howe Truss..	Wood	132 feet	Nov., 1878.
Skunk River bridge, Burl. to Council Bluffs..	Trestle.....	Iron	640 feet	March, 1879.
Big Creek, Burlington to Council Bluffs	Trestle.....	Iron	256 feet	April, 1879.
140 A bridge, Burlington to Council Bluffs....	Truss.....	Iron	176 feet	June, 1879.
Skunk River, Burlington to Keokuk.....	Truss.....	Iron	352 feet	June, 1879.
Bridge 40, Burlington to Keokuk.....	Truss.....	Iron	126 feet	April. 1879.
Bridge 41, Burlington to Keokuk.....	Truss.....	Iron	124 feet	May, 1879.
Bridge 42, Burlington to Keokuk.	Truss.....	Iron	93 feet	May. 1879.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
 Chicago, Rock Island & Pacific Railroad, at Fairfield.
 Chicago, Rock Island & Pacific Railroad, at Union Pacific Transfer.
 Keokuk & Des Moines Railroad, at Ottumwa (East of).
 St. Louis, Kansas City & Northern Railroad, at Shenandoah (one mile north).
 St. Louis, Kansas City & Northern Railroad, at Ottumwa.
 Central Railroad of Iowa, at Albia, (1½ miles east).
 Chicago, Rock Island & Pacific Railroad, at Indianola.
 Kansas City, St. Louis & Council Bluffs Railroad, at Pacific Junction.
 St. Louis, Kansas City & Northern Railroad, at Malvern.
 Chicago, Rock Island & Pacific Railroad, at Council Bluffs Yard.
 Chicago & Northwestern Railroad, at Council Bluffs Yard.
 St. Louis, Kansas City & Northern Railroad, at Hastings, (south of).
 Number of crossings of highways at grade in this State without protection 544
 Number of crossings of highways at grade in this State at which there are gates or flagmen..... 7
 Number of crossings of highways over railroads..... 10
 Number of crossings of highways under railroads..... None.
 Number of highway bridges eighteen feet above grade..... 10
 Number of highway bridges less than eighteen feet above track..... None.
 What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
 Ans. All trains come to a full stop within 400 feet before crossing another railroad at grade, and the whistle is sounded on starting again. These regulations are found sufficient.
 What regulations govern your employes in regard to the crossing of public highways, and are these regulations found to be sufficient?
 Ans. The whistle is sounded eighty rods from road crossings, and the bell rung from this point until the engine has crossed the road. These regulations are found sufficient.

STATIONS.

Number of stations..... 298
 Same in Iowa..... 113

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials..... 10,242
 Same in Iowa..... 4,077

FENCING.

How many miles of fencing have you on your road in Iowa?..... 596.255
 How many miles of fencing have you built during the year..... 9.665
 What was the average cost per rod?..... \$1.00

ROLLING STOCK.

IOWA.
 *Number of locomotives of more than 30 tons weight, exclusive of tender..... 125
 Number of locomotives of more than 20 tons weight, exclusive of tender 18
 †Number of passenger cars..... 124

*Give the weight of heaviest locomotives in use. 108,000 pounds.
 †Cannot separate cars in Illinois and Iowa.
 ‡Cannot separate Illinois and Iowa.

Number of sleeping cars, 11; dining 4; officers' 4; total.....	19
Number of express and baggage cars.....	63
Number of box freight cars.....	6,941
Number of stock cars.....	568
Number of platform and coal cars.....	2,026
Number of conductors' way cars.....	187
Other cars as follows: Hand, 456; push, 368	824
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains— give the weight of engines generally used; engine 36 to 38 tons; train (Iowa) 180 tons.	
‡Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight— give the weight of engine generally used; 15 cars in Illinois; en- gine 36 to 38 tons; 11 cars in Iowa; engine 36 to 38 tons.	
Number of locomotives equipped with train-brake.....	128
Number of passenger cars equipped with train-brake....	144
What kind of train-brake is in use on your road? Westinghouse air-brake.	
§Number of passenger cars with Miller platform and buffer.....	144
Number of passenger cars with any other platform and buffer.....	None.

TELEGRAPHS.

Miles of telegraph on line operated by company.....	975
Miles of telegraph owned by company.....	975
Number of telegraph offices in company's stations.....	90
Number of telegraph stations operated by company.....	90
Number of telegraph stations operated jointly by rail and tele- graph companies.....	59

MILEAGE, TRAFFIC, ETC.

	IN IOWA.
Miles run by passenger trains during the year.....	616,823
Miles run by freight trains.....	2,834,774
Miles run by mixed trains.....	136,857
Total mileage of passenger, freight and mixed trains..	3,588,454
Miles run by construction and other trains.....	No data.
Total train miles run.....	3,588,454
Miles run by rented cars	37,228,538
Number of through and local passenger (cannot separate Illinois and Iowa).	
Total number of passengers carried.....	607,249
Total passenger mileage, or passengers carried one mile.....	37,821,034
Average amount received from each passenger.....	\$ 1.479
Average distance traveled by each passenger (miles).....	62.283
Total tons of freight carried.....	1,841,621
Total freight mileage, or tons carried one mile.....	415,779,926
Highest rate of fare per mile, for any distance....	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	No record.
Average rate of fare per mile, for <i>all</i> passengers.....	2.11 cents.
Average rate received per mile per ton for all freight carried.....	.957 cents.
Average number of cars in passenger trains, including baggage cars	6
Average number of cars in freight trains.....	16
Average weight of passenger trains, including locomotive and ten- der in working order, exclusive of passengers.....	350 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	350 tons.
Rate of speed of passenger and express trains, including stops....	23 miles.
Rate of speed of freight trains, including stops.....	12 miles.

§Cannot separate between States.

TONNAGE OF ARTICLES TRANSPORTED.

	TONS IN IOWA. PER CENT.	
Grain	885,616	47.1
Flour	19,731	1.1
Provisions (beef, pork, lard, etc.).....	63,296	3.5
Animals	204,861	11.1
Lumber and forest products.	248,273	13.4
Coal.....	134,042	7.2
Railroad iron—iron and steel rails, pig and bloom iron, other iron and castings.....	45,123	2.4
Stone and brick.....	6,237	.4
Manufactures—articles shipped from point of production	27,013	1.5
Merchandise and other articles, not enumerated above...	227,429	12.3
Total tons carried.....	1,841,621	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express company. Railroad company furnishes cars, and express company furnishes all carriers and agents. Compensation for 8,000 pounds, per day, over whole line, \$125.00 per day, and \$1.50 per 100 pounds for excess, over whole line.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. There are no contracts with transportation companies.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Run Pullman sleeping cars; charge \$2.00 per berth. Dining cars owned by Pullman company and railroad company jointly.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Ans. The company maintains and repairs the cars, and the Pullman Palace Car Company maintains everything relating to the sleeping apparatus. The Pullman Palace Car Company receives the entire earnings.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. Main line two times each way for large stations, and one time for small. On branches one time each way daily. Receipts, \$64,407.92 for year ending June 30, 1879.

LANDS—CONGRESSIONAL GRANT.

7. State the number of acres of land your company has already received from the Congressional grants.....	360,072.96
State the number of acres yet to inure to your company from Congressional grants (See Report 1878).	
State the average price at which these lands are offered for sale by the company.	About \$10.00
State the average price at which these lands have been sold or contracted by the company.....	About 12.00
State the number of acres sold to June 30, 1879.....	83,162.23
State the amount received from sales, principal and interest...	\$ 790,195.66
State the amount received from outstanding contracts, principal and interest.....	1,529,988.06
State the amount received from forfeited contracts (including interest on deferred payments received by the company)...	105,019.42
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	\$ 2,425,203.14

LANDS—STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties:
 5,801 58-100 acres of contested lands were quit-claimed by Mills county, to B. & M. R. R. R., in the settlement made, and this amount is included in answer to No. 7.

SUMMARY.

Total amount of lands received by company.....	360,072.96 acres.
Total amount of lands sold by company.....	83,162.23 acres.
Total amount of lands contracted by company.....	236,811.40 acres.
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 2,425,203.14
State the value of donations of right of way and station grounds to your company.....	See note A.
State the value of donations of other real estate to your company.....	See note A.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	INJURY.	REMARKS.
1878.				
August	26 Unknown man.....	Tramp	Killed	le
August	27 Thomas Perry.....	Boy	Killed	k
September	10 Thomas Sexton.....	Emmiera	Killed	
September	27 Michael Hogan.....		Killed	
October	4 Emil Mech.....		Killed	
October	28 Daniel McCarty.....		Killed	Fell off hand car; accidental
November	2 J. W. Barlow.....		Left hip broken	Jumped off moving train
November	27 John Myers.....		Killed	Caught between piles; accidental.
1879.				
January	6 James Ables.....		Injury	Caught by car; accidental
January	1 M. Curran.....		Killed	Fell between cars; accidental
December	31 G. R. Haven.....		Killed	Fell from top of car; accidental
1879.				
February	7 Wm. Stanton.....		Badly injured	Jumping on cars
January	30 Abe Kelley.....		Killed	Stealing ride; fell between cars.
February	27 E.....		Injuries from which he died	Caught between engine and coach; accidental.
February	17 M.....	red).	Killed	Playing around cars; fell under
February	23 D.....		Killed	Engine 240 and 63 collided; accidental
February	23 E.....		Killed	Engine 240 and 63 collided; accidental
February	23 G.....		Injured	Engine 240 and 63 collided; accidental
February	23 E.....		Injured	Engine 240 and 63 collided; accidental
February	23 E.....	stop.	Killed	Engine 240 and 63 collided; accidental
February	25 H. W. Sears.....		Injured	Struck by switch engine; accidental
March	1 John Carlson.....		Injured	Run over by hand car; accidental
March	2 Edward Ehrhardt.....		Left leg broken	Fell between cars; accidental
March	3 C. Webber.....		Killed	Jumping on cars
March	10 James Nevill.....		Killed	Fell off bridge, striking head on piece of timber; accidental.
March	22 H. M. Guilder.....		Left arm cut off	Fell over switch bar; accidental
March	23 Jacob Nelson.....		Killed	Drunk; lying on track
March	23 Calvin Marsh.....		Killed	Jumping off train
April	24 Frank Allen.....		Killed	Drunk; lying on track
April	24 Edwin Rogers.....		Killed	Drunk; walking on track
April	28 J. Casey.....		Injured	Fell off train; accidental.
May	9 John Travers.....		Injured	On track

RECAPITULATION OF ACCIDENTS.

Killed—Passengers, misconduct or want of caution.....	14	
Others, stealing rides.....	1	
Trespassing on track, etc.....	8	23
		—
Total killed.....		23
Injured—Employes, from misconduct or want of caution.....	4	
Others, trespassing on track, etc.....	4	8
		—
Total injured.....		8

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—John M. Forbes, Boston, Massachusetts.
Vice-President and General Manager—Charles E. Perkins, Burlington, Iowa.
Secretary—John G. Walker, Chicago, Illinois.
Treasurer—A. T. Hall, Chicago, Illinois.
Traffic Manager—C. W. Smith, Chicago, Illinois.
General Superintendent—T. J. Potter, Burlington, Iowa.
Chief Engineer—R. J. McClure, Burlington, Iowa.
Superintendent of Telegraph—F. H. Tubbs, Burlington, Iowa.
Auditor—George Tyson, Boston, Massachusetts.
General Passenger Agent—J. R. Wood, Chicago, Illinois.
General Freight Agent—E. P. Ripley, Chicago, Illinois.
Attorney-General—J. M. Walker, Chicago, Illinois.

NAMES OF DIRECTORS WITH RESIDENCE.

John M. Forbes, Boston, Massachusetts.
 Sidney Bartlett, Boston, Massachusetts.
 Charles J. Paine, Boston, Massachusetts.
 T. J. Coolidge, Boston, Massachusetts.
 John L. Gardner, Jr., Boston, Massachusetts.
 Henry S. Russell, Boston, Massachusetts.
 Edward Bangs, Boston, Massachusetts.
 J. N. A. Griswold, New York City.
 Peter Geddes, New York City.
 Charles E. Perkins, Burlington, Iowa.
 James M. Walker, Chicago, Illinois.

General offices at 102 Michigan Avenue, Chicago.

Date of annual meeting of stockholders, Wednesday after fourth Monday in March.

Fiscal year of company, ends December 31st.

STATE OF ILLINOIS, }
 COUNTY OF COOK. }

Amos T. Hall, Treasurer, and J. G. Walker, Secretary of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of this company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

AMOS T. HALL,
Treasurer, C., B. & Q. R. R. Co.
 J. G. WALKER,
Secretary, C., B. & Q. R. R. Co.

Subscribed and sworn to before me, this 7th day of October, A. D. 1879.

[L. S.]

LESTER O. GODDARD,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 9th day of October, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO, CLINTON, DUBUQUE & MINNESOTA

RAILROAD COMPANY.

FOR THE YEAR ENDING, JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 6,156,600.00
Par value of shares.....	[\$100.00]
Average price per share.....	[\$100.00]
Number of stockholders in Iowa at same date....	[Not known]
Capital stock authorized by vote of Company [number of shares.....]	61,566]
Capital stock issued [number of shares——] amount paid in, All common.	

Road turned over to bondholders who formed new Company, issuing stock for amount of bonds issued—present stock represents old bonded debt of road.

DEBT.

Funded debt, as follows:

Income or other mortgage bonds, (due February 1, 1884, bear interest at 7 per cent, which is payable annually) amount..	\$ 400,000.00
Total amount of funded debt.....	\$ 400,000.00

COST OF ROAD AND EQUIPMENT.

<i>Total expended for construction.....</i>	<i>\$ 6,214,592.89</i>
Average cost of construction per mile of road (not including sidings [208.1 miles.....]	29,863.49
Proportion of cost of construction for Iowa.....	5,470,991.37
<i>Total for equipment.....</i>	<i>233,825.00</i>
Average cost of equipment <i>per mile of road operated by Company in the State.....</i>	1,123.62
Proportion of cost of equipment for Iowa.....	205,847.18
Total cost of road and equipment.....	6,448,417.39
Average cost of same per mile.....	30,987.11
Proportion of same for Iowa.....	5,676,838.55

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Any other expenditures charged to property account, specifying same.....	}	\$ 5,655.80
Right of way.....		
Total.....		\$ 5,655.80

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$	4,810.31	\$ 8,702.30	\$ 13,512.61
August, 1878.....		3,372.60	10,031.15	13,403.75
September, 1878.....		4,177.76	11,263.60	15,441.36
October, 1878.....		4,033.64	9,270.70	13,304.34
November, 1878.....		3,304.07	7,912.36	11,216.43
December, 1878.....		2,451.74	6,276.75	8,728.49
January, 1879.....		2,111.66	5,536.50	7,648.16
February, 1879.....		2,238.15	5,957.00	8,195.15
March, 1879.....		3,350.32	7,773.30	11,123.62
April, 1879.....		3,139.34	7,296.10	10,435.44
May, 1879.....		3,062.75	7,086.60	10,149.35
June, 1879.....		2,797.24	7,518.65	10,315.89
Totals.....	\$	38,849.58	\$ 94,625.01	\$ 133,474.59

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$	7,122.97	\$ 11,836.93	\$ 18,959.90
August, 1878.....		6,773.29	10,588.83	17,362.12
September, 1878.....		6,459.44	11,086.41	17,545.85
October, 1878.....		11,295.80	11,737.58	23,033.38
November, 1878.....		18,261.85	11,581.37	29,843.22
December, 1878.....		12,972.31	10,962.33	23,934.64
January, 1879.....		31,688.60	8,515.06	40,203.66
February, 1879.....		10,419.38	9,251.58	19,670.96
March, 1879.....		12,278.44	12,538.37	24,816.81
April, 1879.....		13,860.26	9,481.29	23,341.55
May, 1879.....		15,472.90	14,000.98	29,473.88
June, 1879.....		19,775.63	11,825.80	31,601.43
Totals.....	\$	166,380.87	\$ 133,406.53	\$ 299,787.40

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLA- NEOUS.
July,	1878.....	\$ 1,235.00	\$ 459.08	\$ 65.00
August,	1878.....	1,235.00	313.21	65.00
September,	1878.....	1,235.00	352.71	65.00
October,	1878.....	1,235.00	279.49	65.00
November,	1878	1,235.00	227.44	65.00
December,	1878.....	1,235.00	270.09	65.00
January,	1879.....	1,235.00	155.88	50.00
February,	1879.....	1,235.00	214.61	50.00
March,	1879.....	1,225.00	234.43	50.00
April,	1879.....	1,235.00	255.84	50.00
May,	1879.....	1,235.00	244.43	50.00
June,	1879.....	446.32	211.18	50.00
Totals.....		\$ 14,031.32	\$ 3,218.39	\$ 690.00

RECAPITULATION OF EARNINGS.

Receipts from local passengers	\$ 94,625.01
Receipts from through passengers.....	38,849.58
Receipts for express.....	3,218.39
Receipts for mails.....	14,031.32
<hr/>	
Total receipts from passenger trains.....	\$ 150,724.30
Receipts from local freight.....	133,406.53
Receipts from through freight.....	166,380.87
<hr/>	
Total receipts from freight trains.....	\$ 299,787.40
Receipts from miscellaneous sources.....	690.00
<hr/>	
Total earnings.....	\$ 451,201.70
Proportion for Iowa.....	[\$425,564.22]
Earnings per mile of road operated....	[221.6 miles], [\$2,040.62]

Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage? Ans. No.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses.*)

Repairs of track—labor and supplies, exclusive of new ties....	\$ 59,087.95
Repairs of track—new ties, number 74,897; cost per tie \$0.35 cts.	26,213.95
Repairs of bridges—labor and supplies.....	41,324.84
Repairs of fences—labor and supplies.....	635.96
Repairs of buildings, stations, water-tanks, etc.....	3,067.31
Repairs of telegraph.....	1,052.09
New rails—425 tons steel, \$19,125, less credit for old rails, \$8,606.70.....	10,518.30
<hr/>	
Total.....	\$ 141,900.40

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$	20,284.30
Repairs of passenger, baggage, mail and express cars.....		9,267.85
Repairs of freight cars.....		19,453.59
Repairs of machinery and tools—labor. { Charged <i>pro rata</i> in		
Repairs of machinery and tools—supplies, } previous accounts		
Total.....	\$	49,005.74

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	21,311.19
Oil, waste and lights.....		3,254.06
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....		65,433.07
Miscellaneous train and station supplies		1,019.92
Miscellaneous train and station expenses.....		
Water supply.....		2,290.95
Telegraph operation.....		6,392.98
Loss and damage of goods.....		205.25
Injuries to persons.....		
Damage for stock killed.....		3,728.77
Damages to property, including damages by fire.....		
Hire of cars, and use of tracks.....		7,828.10
Legal expenses.....		15.00
Total.....	\$	111,479.31

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	11,280.00
General office expenses, including clerk hire, rent, fuel, lights, etc		7,297.35
Insurance.....		1,286.90
Taxes in Iowa.....		15,657.09
Taxes in other States.....		556.43
Advertising.....		
Printing and stationery.....		2,215.49
Total.....	\$	38,293.26

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$	340,678.71
Proportion for Iowa.....	[\$301,423.08]	
Per mile of road operated.....	[\$1,532.40]	

GENERAL RECAPITULATION.

Total earnings.....	\$	451,201.70
Total operating expenses.....		340,678.71
Net earnings—earnings above operating expenses.....	\$	110,522.99

PAYMENTS FROM INCOMES, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 15,504.43
Interest falling due during the year, but not paid.....	11,666.66
<hr/>	
Total interest liability for the year.....	\$ 27,171.09
Amount paid during the year for permanent improvements, and charged to operating expenses.....	\$ 20,823.60
Dividends declared, 2 per cent for the year, amount.....	120,060.00
Date of last dividend declared.....	[March 15, 1879]

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

To construction.	\$ 6,214,592.34
To equipment.....	233,825.00
To operating expenses.....	198,743.78
To material on hand.....	6,590.61
To balance due from others.....	13,384.71
To due from United States Government.....	3,526.87
To stock of Waukon & Mississippi Railroad, Guar. Co.....	56,643.37
To cash in Dubuque.....	8,474.24
To bills receivable (Boston).....	13,000.00
To Waukon & Mississippi Railroad 8 per cent mortgage bonds.	27,000.00
To capital stock, fractions.....	32.00
To dividend No. 1.....	118,760.00
To interest (miscellaneous).....	1,493.69
To accrued interest on bonds.....	11,666.66
To old indebtedness.....	1,283.60
To suspense account.....	7,500.00
<hr/>	
Total.....	\$ 6,916,516.92

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

By gross earnings.....	\$ 235,322.50
By approved vouchers.....	28,143.32
By unpaid pay-rolls.....	226.62
By salt account.....	242.00
By voluntary contributions.....	5,546.41
By income account	78,678.82
By capital stock.....	6,151,440.00
By bonded debt.....	400,000.00
By accrued bond coupon interest.....	11,666.66
By bills payable (Boston).....	4,500.00
By cash overdrawn (Boston).....	550.59
<hr/>	
Total.....	\$ 6,916,516.92

Note.—Our books closed December 31, 1878. This sheet shows the business from January 1, 1879 to date, 6 months.

C. M. CARTER, Assistant Treasurer.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
From Dubuque to McGregor, November 22, 1871.
From McGregor to Harper's Ferry, March 3, 1872.
From Harper's Ferry to LaCrescent, October 6 1872.
From Dubuque to Clinton, October 22, 1872.

Length of main line of road completed, from Clinton to La Crescent, miles.....	164.50
Length of main line of road completed, in Iowa.....	139.60
Length of main line of road completed, in Minnesota.....	24.90
Length of main line with track laid, if road is not completed. None.	
Length of double track on main line. None.	
Branches owned by company, viz:	
Volga Valley Branch, length.....	
Turkey River Junction to Wadena, Iowa, length.....	43.60
Total length of branches owned by company.....	43.60
Total length of branches owned by company in Iowa.....	43.60
Total length of road belonging to this company.....	208.10
Aggregate length of sidings and other tracks not above enumerated.....	17.60
Same in Iowa.....	15.94
Aggregate length of tracks belonging to this company computed as single track.....	225.70
Same in Iowa.....	199.14
Gauge of track, 4 feet, 8½ inches.....	
Total length of tracks belonging to this company laid with steel rails [Weights per yard 56 pounds].....	4.83
Total length of tracks belonging to this company laid with iron rails, including sidings [Weights per yard, 50 and 56 lbs].....	220.87

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT—TRACK RENT.

Name, description and length of each in miles:	
Illinois Central Railroad, length.....	.64
Sabula, Ackley & Dakota Railroad, length.....	4.96
Iowa Midland Railway, length.....	7.90
Total length of above roads.....	13.50
Total length of above roads in Iowa.....	13.50
Total miles of road operated by this company.....	221.60
Total miles of road operated by this company in Iowa.....	196.70

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of 34; aggregate length, feet.....	4,367
Stone bridges, number of 245; aggregate length, feet.....	3,748
Strain beam. 28; aggregate length, feet.....	1,444
Wooden trestles, number of 327: aggregate length, feet.....	32,887
Culverts and drains, 49.....	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Turkey River.....	Howe Truss....	Combination...	2 spans 155 feet each	Winter 1878-79..
Iowa River	Howe Truss....	Wooden.....	151 feet each	Winter 1878-79...
Crooked Creek	Howe Truss....	Wooden	2 bridges 120 feet each	Winter 1878-79...
Root River.....	Howe Truss....	Wooden	151 feet each	Winter 1878-79...

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Chicago, Milwaukee & St. Paul Railway, at North McGregor.
Chicago, Milwaukee & St. Paul Railway, at South McGregor.

Number of crossings of highways at grade in this State without protection.....	76
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None.
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	1
Number of highway bridges 18 feet above track.....	2
Number of highway bridges less than 18 feet above track.....	None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
Ans. Come to a full stop 400 feet distant from crossing. Engineer and conductor must know track is clear. Yes.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
Ans. One blast of the steam whistle and ringing of bell one quarter mile distant from crossing until over crossing. Yes.

STATIONS.

Number of stations.....	27
Same in Iowa.....	25

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	485
Same in Iowa.....	475

FENCING.

How many miles of fencing have you on your road in Iowa? Ans. About 70 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	4
Number of locomotives of more than 20 tons weight, exclusive of tender.....	8
Number of passenger cars—8 wheel.....	9
Number of express and baggage cars.....	4
Number of box freight cars, and combination box and stock cars....	340
Number of platform cars.....	58
Number of coal cars.....	20
Number of conductors' way cars.....	4
Other cars as follows: Pile drivers.....	2
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used, including weight of train. Thirty-three ton engine; 570 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 28 ton engines.....	12
Number of locomotives equipped with train-brake	5
Number of passenger cars equipped with train-brake.....	9
What kind of train-brake is in use on your road? Westinghouse air brake.	

Number of passenger cars with Miller platform and buffer.....	9
Number of passenger cars with any other platform and buffer.....	

TELEGRAPHS.

Miles of telegraph on line operated by company.....	228.60
Number of telegraph offices in company's stations	31
Number of telegraph stations operated jointly by rail and telegraph companies.....	31

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	152,880
Miles run by freight trains.....	116,072
Miles run by mixed trains.....	44,928
Total mileage of passenger, freight and mixed trains	313,880
Miles run by construction and other trains	23,650
Total train miles run.....	337,530
Number of through passengers.....	13,323
Number of local passengers.....	57,974
Total number of passengers carried.....	71,297
Total passenger mileage, or passengers carried one mile.....	3,582,380
Average amount received from each passenger.....	\$ 1.88½
Average distance traveled by each passenger.....	50.24
Number of tons of through freight carried.....	58,389
Total mileage of through freight	5,785,109
Number of tons of local freight carried.....	92,033
Total mileage of local freight.....	7,356,639
Total tons of freight carried.....	150,422
Total freight mileage, or tons carried one mile	13,141,748
Highest rate of fare per mile, for any distance.....	.04
Lowest rate of fare per mile, for any distance (single fare) ....	.02
Average rate of fare per mile, received for through passengers	.03.51
Average rate of fare per mile, received for local passengers....	.03.81
Average rate of fare per mile, received for <i>all</i> passengers.....	.03.72
Average rate received per mile, per ton for through freight....	.02.8
Average rate received per mile, per ton for local freight.....	.01.8
Average rate received per mile, per ton for all freight carried..	.02.2
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains..	21
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons....	55.50
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	201.00
Rate of speed of passenger and express trains, including stops —miles.....	18
Rate of speed of freight trains, including stops—miles.....	9

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain.....	27,349
Flour.....	1,523
Provisions (beef, pork, lard, etc.)....	2,652
Animals.....	10,324
Other agricultural products.....	5,606
Lumber and forest products.....	59,520
Coal.....	9,684
Salt.....	1,026

Petroleum—coal oil.....	523
Manufactures—articles shipped from point of production.....	496
Merchandise and other articles, not enumerated above.....	31,725
	<hr/>
Total tons carried.....	150,422

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms?
Ans. The American Express Company.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?
Ans. Pullman Palace sleeping cars. One-half cent per mile additional fare charged by owners of car.
What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.
Ans. Railroad Company pays Pullman Palace Car Company 3 cents per mile for mileage run by their cars on this road.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Ans. \$68.00 per mile per annum between Clinton and La Crescent. \$42.50 per mile per annum between Turkey River and Wadena. Daily mail service each way (Sundays excepted).

OFFICERS OF THE COMPANY. WITH LOCATION OF OFFICES.

President—Hon. James F. Joy, Detroit, Michigan.
Secretary—Charles Merriam, Boston, Massachusetts.
Treasurer—Charles Merriam, Boston, Massachusetts.
General Superintendent—F. O. Wyatt, Dubuque, Iowa.
Assistant Superintendent—S. A. Wolcott, Dubuque, Iowa.
Chief Engineer—F. O. Wyatt, Dubuque, Iowa.
Superintendent of Telegraph—E. P. Lyman, Dubuque, Iowa.
Auditor—F. O. Wyatt, Dubuque, Iowa.
General Passenger Agent—J. Chapman, Dubuque, Iowa.
General Freight Agent—J. Chapman, Dubuque, Iowa.
Attorney, General and Local—W. J. Knight, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Boston, Massachusetts.
 Sidney Bartlett, Boston, Massachusetts.
 J. A. Burnham, Boston, Massachusetts.
 H. H. Hunnewell, Boston, Massachusetts.
 J. N. Denison, Boston, Massachusetts.
 A. Hardy, Boston, Massachusetts.
 N. Thayer, Jr., Boston, Massachusetts.
 F. Bartlett, Boston, Massachusetts.
 James F. Joy, Detroit, Michigan.

General Offices at Dubuque, Iowa.

Date of Annual Meeting of Stockholders—Last Friday in February.

Fiscal year of the company—January 1st, to December 31st, inclusive.

STATE OF IOWA, }
 COUNTY OF DUBUQUE. }

I, F. O. Wyatt, General Superintendent of the Chicago, Clinton, Dubuque & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

[Signed]

F. O. WYATT,
General Superintendent.

[L. S. OF R. R.]

Subscribed and sworn to before me this 15th day of September, A. D., 1879.

E. P. LYMAN,
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL

RAILWAY COMPANY,*

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	Cannot state.
Par value of shares.....[\$100.00]	
Average price received per share.....	Cannot state.
Number of stockholders at date of last election.....[2,073]	
Number of stockholders in Iowa at same date.....[1]	
Amount of full-paid stock held in Iowa, at same date. [2 shares]	20,000
Capital stock authorized by vote of company. [Number of shares]	Cannot state.
Capital stock issued [number of shares, 276,837 44-100,] amount paid in.....	27,683,744.00
Capital stock paid in on shares not issued [number of shares]	None.
Capital stock paid in common.....	15,404,261.00
Capital stock paid in preferred, and conditions of preferment.	12,279,483.00
<hr/>	
Capital stock—total amount paid in as per books of the company.....	\$ 27,683,744.00
Capital stock—total amount realized in cash.... [cannot state.]	
Capital stock—total amount realized in property [cannot state.]	
Capital stock paid in per mile of road owned by company.....[1,610 miles.]	17,195.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	Cannot state.
Estimated value of rolling stock.....	Cannot state.
Estimated value of stations, buildings and fixtures.....	Cannot state.
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	Cannot state.
Estimated value of property per mile of road....[1,610 miles]	Cannot state.

*NOTE.—The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired in relation to the issue of stock, the cost and estimated value of road in detail, etc., etc.

DEBT.

Funded debt as follows:

CLASS OF BONDS.	DATE OF ISSUE.	RATE OF INT.	WHEN PAYABLE.	AMOUNT.
Consolidated mortgage bonds	1875	7 per cent.....	July 1, 1905.	\$ 7,815,000.00
First mortgage La Crosse dividend bonds..	1863	7 per cent.....	Jan. 1, 1893	6,630,000.00
First mortgage Iowa and Minn. div. bonds...	1867	7 per cent . . .	July 1, 1897	3,510,000.00
First mortgage Prairie du Chien div. bonds...	1868	8 per cent	Feb. 1, 1898	3,674,000.00
Second mortgage Prairie du Chien div. bonds	1868	7 3-10 per cent..	Feb. 1, 1898	1,315,000.00
First mortgage Chicago & Mil. div. bonds....	1873	7 per cent	Jan. 1, 1903	2,500,000.00
First mortgage St. Paul (Or River) div. bonds	1872	7 per cent gold.	Jan. 1, 1902	4,000,000.00
First mortgage Iowa & Dakota div. bonds...	1869	7 per cent	July 1, 1899	583,000.00
First mortgage Iowa & D. div. extension bonds	1878	7 per cent.....	July 1, 1908	1,500,000.00
First mortgage Hastings & Dakota div. bonds	1872	7 per cent	Jan. 1, 1902	160,000.00
Second mortgage bonds.....	1864	7 per cent . . .	Oct. 1, 1884	500,000.00
Minnesota Central bonds	1864	7 per cent	July 1, 1894	190,000.00
Milwaukee & Western bonds.....	1861	7 per cent	July 1, 1891	231,000.00
Real estate purchase money bonds.	1864	7 per cent.....	July 1, 1874	97,500.00
Milwaukee City bonds	1864	7 per cent . . .	Mar. 1, 1874	1,000.00

Total amount of funded debt.....	\$ 33,074,500.00
Amount received from the same in cash.....	[cannot state.]
Amount received from the same in property...	[cannot state.]
Unfunded debt incurred for construction, equipment and real estate.....	nothing.
Dividends and interest unclaimed.....	325,748.89
Unfunded debt incurred in any other manner, and how.....	421,361.07
Bills payable:	
June pay-roll and bills payable in July, current balances, etc.	1,002,151.94
<i>Total debt liabilities.....</i>	<i>\$ 34,530,587.90</i>
Amount of debt liabilities per mile of road.....	[1,610 miles] 21,448.00
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	30,478,801.67
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	Nothing.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 60,393,466.18
Average cost of same per mile.....	37,513.00
Proportion of same for Iowa.....	18,156,152.57

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

The amounts under this heading are also included in the permanent cost of road or equipment, under the heading "Cost," this statement showing only what has been added during the year.

Main line extension west of Algona.....	\$ 1,388,608.86
Construction of Viroqua Branch.....	149,395.56
Construction and purchase of Madison and Portage Branch..	440,315.33
Construction and purchase of Dubuque and Southwestern Branch.....	247,391.93
Total.....	\$ 2,225,711.68

Land.....	\$	61,075.36
Passenger and freight stations, wood and coal sheds and water stations.....		26,040.75
New iron bridges, viaducts, etc....		64,150.93
Engine-houses, car-sheds and turn-tables.....		88,749.78
New locomotives.....		50,600.00
New passenger cars.....		35,631.59
New mail and baggage cars.....		1,053.85
New freight cars.....		194,320.19
New fences.....		6,466.65
Any other expenditures charged to property account, specifying same: steel rails (excess of cost over iron).....		103,768.32
New side tracks, etc.....		75,948.45
Filling trestle works, etc.....		10,222.32
Artesian wells and miscellaneous items of construction.....		10,429.66
Total.....	\$	2,954,169.53
Property sold and credited property account during the year:		
Real estate, Milwaukee.....	\$3,200.00	
Real estate, Wabash & Minnesota.....	50.00—	3,250.00
Total.	\$	2,950,919.53
Less consolidated sinking fund bonds redeemed.....		55,000.00
Net addition to property account for the year.....	\$	2,895,919.53

State the policy pursued by your Company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Is the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. About 10,000 tons of steel rails were laid on the company's lines during the year; about \$10 per ton is charged to permanent improvement, and the remainder to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 16,958.63	\$ 171,952.60	\$ 188,911.23
August,	1878.....	13,347.45	177,686.05	191,033.50
September,	1878.....	21,889.87	216,389.05	238,278.92
October,	1878....	17,500.33	177,710.53	195,210.86
November,	1878.....	14,389.02	142,730.58	157,119.60
December,	1878.....	9,401.25	117,423.59	126,824.84
January,	1879.....	8,216.13	102,112.42	110,328.55
February,	1879.....	9,776.66	95,006.45	104,783.11
March,	1879.....	19,745.28	144,467.60	164,212.88
April,	1879.....	32,576.47	148,502.56	181,079.03
May,	1879.....	29,421.55	146,984.25	176,405.80
June,	1879....	18,345.54	160,471.91	178,817.45
Totals		\$ 211,568.18	\$ 1,801,437.59	\$ 2,013,005.77

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 78,877.61	\$ 333,384.27	\$ 412,261.88
August,	1878.....	61,751.74	211,680.86	273,432.60
September,	1878.....	57,875.89	327,275.97	385,151.86
October,	1878.....	95,978.13	470,189.03	566,167.16
November,	1878.....	89,433.46	494,719.57	584,153.03
December,	1878.....	77,129.23	455,814.79	532,944.02
January,	1879.....	72,089.14	354,955.09	427,044.23
February,	1879.....	67,123.84	259,324.77	326,448.61
March,	1879.....	79,722.03	334,056.27	413,778.30
April,	1879.....	94,178.02	328,558.57	422,736.59
May,	1879.....	94,006.52	485,345.71	579,352.23
June,	1879.....	95,960.21	445,976.12	541,936.33
Totals		\$ 964,126.82	\$ 4,501,281.02	\$ 5,465,406.84

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July,	1878.....	\$ 13,790.42	\$ 13,423.89	\$ 6,673.46
August,	1878.....	13,622.66	20,270.00	8,854.33
September,	1878.....	14,185.88	14,675.56	9,523.54
October,	1878.....	14,348.40	14,000.13	13,819.94
November,	1878.....	14,128.33	13,139.05	21,412.23
December,	1878.....	14,174.58	13,511.50	18,766.80
January,	1879.....	16,111.12	13,812.61	16,416.34
February,	1879.....	16,093.24	12,112.58	8,547.29
March,	1879.....	14,106.05	13,073.92	7,186.96
April,	1879.....	13,527.52	13,117.64	8,226.66
May,	1879.....	14,195.88	15,723.58	7,836.70
June,	1879.....	14,019.21	13,717.47	7,525.45
Totals		\$ 172,303.31	\$ 170,577.93	\$ 134,789.70

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$ 1,801,437.59	}	—\$2,013,005.77
Receipts from through passengers.....	211,568.18		
Receipts from news service.....			6,727.02
Receipts for express.....			170,577.93
Receipts for extra baggage.....			12,050.72
Receipts for mails.....			172,303.31
Receipts for sleeping cars.....			50,665.50
			<hr/>
<i>Total receipts from passenger trains.....</i>	<i>\$ 2,425,330.25</i>		
Receipts from passenger trains, per train mile run [1,714,997 miles]....	\$ 1.41		
Receipts from local freight.....	4,501,281.02	}	
Receipts from through freight.....	964,125.82		
			<hr/>
<i>Total receipts from freight trains.....</i>	<i>\$ 5,465,406.84</i>		

Receipts from freight trains, per train mile run [4,101,955 miles]	\$	1.33	
Receipts from miscellaneous sources	\$		65,846.46
Total earnings	*\$		7,956,083.55
Proportion for Iowa		[\$834,122.69]	
Earnings per mile of road operated †[459 miles]		[1,817.26]	
Per train mile, for passengers, freight and mixed trains [979,159 miles]			[.85]
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?			
Ans. No advance has been made, but some reduction in rates on live stock and on grain have been made.			
Net earnings			3,151,777.21

RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads			
‡Receipts from rent of property other than road and equipment, specifying same			
Receipts from sale of bonds of company not previously issued			3,198,032.65
Receipts from sale of other securities			
Receipts from United States government tax refunded			5,049.69
Receipts from sale of real estate			3,250.00
Receipts from increase of floating debt	\$	714,481.72	
Less increase of floating assets		549,309.55	165,172.17
Receipts from sinking fund investment			
Receipts from interest, exchange, etc			15,577.20
Receipts from all other sources, specifying same			
Receipts from elevators			212,138.69
Total receipts for the year	\$		6,750,997.61

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties	\$769,861.40	}	\$	917,218.19
—new ties No. 432,705, cost per tie, 34 cents	147,356.79			
Repairs of bridges—labor and supplies.....				
Repairs of fences—labor and supplies.....				142,727.29
Repairs of buildings—stations and water-tanks, etc.....				25,902.86
New rails—No. tons re-rolled iron, cost 3,715 tons \$68,726.41, less credit for old rails, \$——		}	Included in track.	69,236.53
—No. tons steel, cost 9,869.270 tons \$340,140.56, less credit for old rails, say \$205,874.01				
All other expenditures chargeable to this account				
Total			\$	1,155,084.87

*Earnings of elevators are not included in this statement.
†Average number of miles in operation for the year.
‡ \$9,877.75 included in earnings.

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	261,012.39
Repairs of cars.....		421,904.47
Repairs of machinery and tools.....		30,380.91
		<hr/>
Total	\$	713,297.77

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	576,115.30
Oil and waste		50,630.98
Wages of employes—conductors, enginmen, brakemen, stationmen (all grades), and clerks.....		1,468,285.74
Miscellaneous train and station supplies, including lights.....		136,774.31
Water supply (included in train and station supplies).		
Telegraph operation (included in other items).		
Loss and damage of goods.....		5,306.23
Injuries to persons.....		15,993.74
Damage for stock killed.....		
Damages to property, including damages by fire		6,984.29
Hire of cars.....		10,899.07
Legal expenses.....		35,492.07
All other expenses chargeable to this account		10,663.11
		<hr/>
Total	\$	2,317,144.86

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	}	\$	138,473.51
General office expenses, including clerk hire.....			
Insurance.....			15,032.80
Taxes in Iowa	}	\$	33,996.45
Taxes in other States.....			
Advertising and foreign agencies.....			66,453.17
Printing and stationery (included in train and station supplies)			
All other expenses chargeable to this account			55,136.58
			<hr/>
Total	\$		618,778.84

RECAPITULATION OF EXPENSES.

Total expense of operating the road, (embraced in classes 1, 2, 3 and 4).....	\$	4,804,306.34
Proportion for Iowa.....	[\$725,652.56]	
Per mile of road operated, (459 miles).....	[1,580.94]	
Per train mile for passenger, freight and mixed trains [979,159 miles].....	[\$.74]	
*Expense of running and management of passenger trains	}	
Expense of running and management of passenger trains per train mile		
Expense of running and management of freight trains....		
Expense of running and management of freight trains, per train mile.....		
Percentage of expenses to earnings, Iowa... [\$ 87 per cent.]		
Net earnings per train mile.....(979,159 miles) [.11 cents.]		

* We cannot furnish this information.

GENERAL RECAPITULATION.

Total earnings (except elevators).....	\$ 7,956,083.55
Total receipts during the year.....	[\$11,555,303.95]
Total operating expenses (except elevators).....	4,804,306.34
Net earnings—earnings above operating expenses	3,151,777.21
Total receipts above operating expenses.....	[\$ 6,750,997.61]
Percentage of net earnings to stock and debt. [5 4-10 per cent.]	
Percentage of net earnings to cost of road and equipment.....	[5 2-10 per cent.]

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 2,164,188.81
Interest falling due during the year, but not paid, say \$3,058.05	
Total interest liability for the year, say.....	\$2,167,244.86
Receipts above operating expenses and interest....	4,586,808.80
Amount paid during the year for permanent improvements, and charged to cost of road.....	\$ 2,899,169.53
Amount paid during the year for permanent improvements, and charged to operating expenses.....	
Bonds and stock redeemed.....	152,333.00
Floating debt liquidated during the year.....	
Investments, etc.....	588,701.54
Dividends declared, 3½ per cent for the year 1878, amount....	429,781.90
*Dividends declared, 3½ per cent for the year 1878, amount...	429,781.90
United States Government tax paid	32,040.93
Sinking fund.....	55,000.00
Total.....	\$ 6,750,997.61

† State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Cost of road, equipment, etc....	\$ 60,395,466.18
Materials and stores on hand.....	418,987.14
Investments.....	2,883,377.17
Cash on hand, etc.....	681,613.58
Bills receivable.....	19,400.88
Due from agents, other companies and individuals. Current balances.....	467,394.60
Total....	\$ 64,866,239.55

GENERAL BALANCE SHEET, AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$ 27,683,744.00
Bonds outstanding.....	33,074,500.00
Incumbrances assumed.....	6,885.00

*Date of last dividend declared, March 20, 1880.
† The answer to what the securities are, should be explicit, giving the number of shares and par value of stock, the number of Bonds and par value, for each and every road in which the surplus is invested.

Number of passenger cars with Miller platform and buffer.....	9
Number of passenger cars with any other platform and buffer.....	

TELEGRAPHS.

Miles of telegraph on line operated by company.....	228.60
Number of telegraph offices in company's stations	31
Number of telegraph stations operated jointly by rail and telegraph companies.....	31

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains during the year.....	152,880
Miles run by freight trains.....	116,072
Miles run by mixed trains.....	44,928
Total mileage of passenger, freight and mixed trains	313,880
Miles run by construction and other trains	23,650
Total train miles run.....	337,530
Number of through passengers.....	13,323
Number of local passengers.....	57,974
Total number of passengers carried.....	71,297
Total passenger mileage, or passengers carried one mile.....	3,582,380
Average amount received from each passenger.....	\$ 1.88 $\frac{1}{2}$
Average distance traveled by each passenger.....	50.24
Number of tons of through freight carried.....	58,389
Total mileage of through freight	5,785,109
Number of tons of local freight carried.....	92,033
Total mileage of local freight.....	7,356,639
Total tons of freight carried.....	150,422
Total freight mileage, or tons carried one mile	13,141,748
Highest rate of fare per mile, for any distance.....	.04
Lowest rate of fare per mile, for any distance (single fare) ....	.02
Average rate of fare per mile, received for through passengers	.03.51
Average rate of fare per mile, received for local passengers....	.03.81
Average rate of fare per mile, received for <i>all</i> passengers.....	.03.72
Average rate received per mile, per ton for through freight....	.02.8
Average rate received per mile, per ton for local freight.....	.01.8
Average rate received per mile, per ton for all freight carried..	.02.2
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains..	21
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons....	55.50
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	201.00
Rate of speed of passenger and express trains, including stops—miles.....	18
Rate of speed of freight trains, including stops—miles.....	9

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain.....	27,349
Flour.....	1,523
Provisions (beef, pork, lard, etc.)....	2,652
Animals.....	10,324
Other agricultural products.....	5,606
Lumber and forest products.....	59,520
Coal.....	9,684
Salt.....	1,026

Petroleum—coal oil.....	523
Manufactures—articles shipped from point of production.....	490
Merchandise and other articles, not enumerated above.....	81,725
Total tons carried.....	150,422

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms?

Ans. The American Express Company.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace sleeping cars. One-half cent per mile additional fare charged by owners of car.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. Railroad Company pays Pullman Palace Car Company 3 cents per mile for mileage run by their cars on this road.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$68.00 per mile per annum between Clinton and La Crescent. \$42.50 per mile per annum between Turkey River and Wadena. Daily mail service each way (Sundays excepted).

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Hon. James F. Joy, Detroit, Michigan.

Secretary—Charles Merriam, Boston, Massachusetts.

Treasurer—Charles Merriam, Boston, Massachusetts.

General Superintendent—F. O. Wyatt, Dubuque, Iowa.

Assistant Superintendent—S. A. Wolcott, Dubuque, Iowa.

Chief Engineer—F. O. Wyatt, Dubuque, Iowa.

Superintendent of Telegraph—E. P. Lyman, Dubuque, Iowa.

Auditor—F. O. Wyatt, Dubuque, Iowa.

General Passenger Agent—J. Chapman, Dubuque, Iowa.

General Freight Agent—J. Chapman, Dubuque, Iowa.

Attorney, General and Local—W. J. Knight, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Boston, Massachusetts.
Sidney Bartlett, Boston, Massachusetts.
J. A. Burnham, Boston, Massachusetts.
H. H. Hunnewell, Boston, Massachusetts.
J. N. Denison, Boston, Massachusetts.
A. Hardy, Boston, Massachusetts.
N. Thayer, Jr., Boston, Massachusetts.
F. Bartlett, Boston, Massachusetts.
James F. Joy, Detroit, Michigan.

General Offices at Dubuque, Iowa.

Date of Annual Meeting of Stockholders—Last Friday in February.

Fiscal year of the company—January 1st, to December 31st, inclusive.

STATE OF IOWA, }
COUNTY OF DUBUQUE. }

I, F. O. Wyatt, General Superintendent of the Chicago, Clinton, Dubuque & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

[L. S. OF R. R.]

[Signed]

F. O. WYATT,
General Superintendent.

Subscribed and sworn to before me this 15th day of September, A. D., 1879.

[L. S.]

E. P. LYMAN,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL

RAILWAY COMPANY,*

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	Cannot state.
Par value of shares.....[\$100.00]	
Average price received per share.....	Cannot state.
Number of stockholders at date of last election.....[2,073]	
Number of stockholders in Iowa at same date.....[1]	
Amount of full-paid stock held in Iowa, at same date.[2 shares]	20,000
Capital stock authorized by vote of company. [Number of shares]	Cannot state.
Capital stock issued [number of shares, 276,837 44-100,] amount paid in.....	27,683,744.00
Capital stock paid in on shares not issued [number of shares]	None.
Capital stock paid in common.....	15,404,261.00
Capital stock paid in preferred, and conditions of preferment.	12,279,483.00
<hr/>	
Capital stock—total amount paid in as per books of the company.....	\$ 27,683,744.00
Capital stock—total amount realized in cash.... [cannot state.]	
Capital stock—total amount realized in property [cannot state.]	
Capital stock paid in per mile of road owned by company.....[1,610 miles.]	17,195.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	Cannot state.
Estimated value of rolling stock.....	Cannot state.
Estimated value of stations, buildings and fixtures.....	Cannot state.
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	Cannot state.
Estimated value of property per mile of road....[1,610 miles]	Cannot state.

*NOTE.—The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired in relation to the issue of stock, the cost and estimated value of road in detail, etc., etc.

Railroad iron—iron and steel rails, pig and bloom iron, other iron and castings.....	83,865	4
Stone and brick, etc.....	91,043	5
Manufactures—articles shipped from point of production, including agricultural implements.....	28,202	1
Merchandise and other articles, not enumerated above....	479,694	24
Total tons carried.....	2,010,902	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES IN IOWA.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company, McGregor to State Line, Conover to Decorah, \$27.00 per day; Calmar to Algona, Mason City to State Line, \$43.00 per day; Algona to Pattersonville, \$10.00 per day. American Express Company, Sabula to Marion, \$75.00 per month; Farley to Springville, Springville to Paralta, Marion to Cedar Rapids, \$1.50 per day, messenger fare, and $1\frac{1}{2}$ times first class rates on freight carried. General express business; freight taken at depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The freight cars of all connecting roads or fast freight lines, occasionally pass over our road, when containing through freight, but no special privilege is given to freight therein, either in way of speed of transit or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Allis, E. P. & Co., Milwaukee, Wisconsin.....	\$ 15.11
Ames Transportation Co., Chicago, Illinois.....	5.05
Anderson & Co., New York City.....	156.85
Arnot, M. H. & Co., Elmyra, New York.....	7.67
Blue Line, Rochester, New York.....	731.09
Chicago & Wilmington Coal Co., Chicago, Illinois.....	3,758.09
Comstock, C. C., Grand Rapids, Michigan.....	54.24
Canada Southern Line, Buffalo, New York.....	1,425.42
Diamond Line, Detroit, Michigan.....	38.40
Empire Line, Philadelphia, Pennsylvania.....	317.39
Erie & Pacific Despatch, Indianapolis, Indiana.....	128.82
Erie & Northern Shore Line, London, Ontario.....	470.01
Erie & Northern Shore Despatch, Detroit, Michigan.....	271.51
Eureka Coal Co., Chicago, Illinois.....	1,011.79
Eugene Ice Co., Evansville, Indiana.....	.62
Fish Bros., Racine, Wisconsin.....	17.54
Great Western Despatch, New York City..	517.12

Great Eastern Line, Montreal, Canada	\$ 251.28
Hoosac Tunnel Line, Rochester, New York.....	1,353.75
Joliet Iron and Stone Co., Joliet, Illinois.....	1.23
Menasha Wooden Ware Co., Menasha, Wisconsin.....	209.26
Morrison, A. H., St. Joseph, Michigan.....	17.98
Merchants Despatch Transportation Co., New York City.....	590.63
Mitchell, Lewis & Co., Racine, Wisconsin.....	124.45
Mowbry, G. M., North Adams, Massachusetts.....	18.33
National Line, Pittsburgh, Pennsylvania.....	727.59
National Despatch, St. Albans, Vermont.....	2,347.96
Russell Transportation Co., Massillon, Ohio.....	18.54
Red Line, Buffalo, New York.....	4,509.81
Rend, W. P. & Co., Chicago, Illinois.....	39.81
Star Union Line, Pittsburgh, Pennsylvania.....	2,778.51
Streator Coal Co., Streator, Illinois.....	26.43
Tiffany Refrigerator Co., Chicago, Illinois	55.81
Watson & Co., Indianapolis, Indiana.....	6.24
Western Mining & Transportation Co., Terre Haute, Indiana.....	78.33
Wilmington Coal & Mining Co., Chicago, Illinois.....	464.24
White Star Transportation Co., Erie, Pennsylvania.....	10.67
Zimmerman Refrigerator Co., Chicago, Illinois.. ..	20.89

Total.....\$ 22,578.46

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. We run no dining-room cars, and use sleepers and parlor cars of the Chicago, Milwaukee & St. Paul Railway. Additional charges are as follows: In sleepers, between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; in sleepers, between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.00; in parlor cars, between Chicago and Milwaukee, 35c.; intermediate points, 25c.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. In making a through line, from St. Louis to Minneapolis in connection with the Central Iowa Railway, two Pullman cars run over our road, under an arrangement which was made by the Central Iowa Railway. In this case the Pullman Palace Car Company receive the earnings, and keep the cars in perfect repair at their own expense, we paying 3c per mile for the use of the car on our portion of the line.

U. S. MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. McGregor to State Line, \$95.00 per mile per annum; Conover to Decorah, \$55.00 per mile per annum; Calmar to Algona, \$43.32 per mile per annum; Mason City to State Line, \$50.00 per mile per annum; Algona to Pattersonville, \$43.32 per mile per annum; Sabula to Marion, \$50.00 per mile per annum; Farley to Springville, \$50.00 per mile per annum; Springville to Paralta, \$50.00 per mile per annum; Marion to Cedar Rapids, \$50.00 per mile per annum.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants	2,816.29.
*State the number of acres yet to inure to your company from Congressional grants.....	275,462.17
State the average price at which these lands are offered for sale by the company....	None sold.
Number of acres released to State inadvertently patented.....	775.40

LANDS—STATE OR SWAMP GRANT.

State the number of acres of swamp lands received from counties. Ans. No swamp lands.

* The number of acres claimed by the company and which will inure if claims are allowed:	
Within ten mile or granted limits.....	119,863.87
Within twenty mile or indemnity limits.....	65,598.30
In overlapping limits, and also claimed by the Sioux City & St. Paul Railway Company, about.....	90,000.00
	<hr/> 275,462.17

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878.					
July 4	Wm. Jennings	Brakeman	McGregor	Thigh bruise'd and back injur'd	Draft iron slipped by.
July 15	Valhar Kotelbel	Brakeman	Mason City	Arm broken	His own fault.
July 24	Chas. A. Fischer	Coupling cars	Cedar Rapids	Killed	His own fault.
July 25	John H. Fray		Near Preston	Arm cut off	His own fault; lying on track.
July 26	Royal Russell	Brakeman	On Algona extension	Arm jammed	His own fault.
July 31	John Burns	Fireman	Mason City	Both feet scalded	A plug blew out.
August 19	Conrad Brancher	Laborer	Near Sabula	Legs broken	His own fault.
August 29	P. Murphy	Farmer	Emmelsburg	Shoulder and neck bruised	Was walking on the track; his own fault.
October 2	Daniel Eblin		Ridgeway	Killed	Was walking on track toward the engine; his own fault.
October 26	Frank Tipp		Conover	Finger crushed	Was coupling cars; not employed by the company.
October 29	J. G. Patterson	Right of way agent	16 m. west of Spencer	Killed	
October 29	Fred Merrill	Civil Engineer	16 m. west of Spencer	Brained	Car jumped the track and turned over. These men were in the car which was loaded with ties.
October 29	Frank Church	Express Co.	16 m. west of Spencer	Brained	
October 29	John Mullen	Brakeman	16 m. west of Spencer	Brained	
November 4	Thomas Hughes	Laborer	Sheldon	Finger bruised	
November 7	Wm. Van Hoosen	Brakeman	Calmar	Killed	car.
November 18	Thomas Rooney	Fireman	Calmar	Legs cut through above knees	
December 9	Wm. Dookery	Brakeman	Gravel Pit	Both legs broken	Fell from car and was run over.
December 23	Edward Doud	Laborer	Sheldon	Brained	Embankment at Gravel Pit fell on them.
December 23	Wm. Van Hoag	Laborer	Sheldon	Brained	
1879.					
January 11	Eugene Wyman	Brakeman	Catalis	Squeezed bet. engine and cars	
February 6	Chas. Drown	Brakeman	McGregor	Hand split and thumb mashed	His own fault
May 2	T. H. Hamilton	Engineer	State Quarry	Killed	Jumped from engine; his own fault.
May 28	Edward Flarity	Tramp	Pattersonville	Killed	Attempting to steal a ride.
June 2	Wm. Johnson	Laborer	St. Atkinson	Killed	Fell from hand car and was run over; said lever caught in his vest and threw him off.
June 13	Owen Duffy	Brakeman	Luana	Shoulder squeezed	Draw bars of two cars passed each other and caught him.
June 26	Mrs. Pittman		Conover	Killed	Was driving geese off of track and was struck by engine.
June 30	Patrick Finnegan	Farmer	Near Lawler	Brained	They were in a wagon, and while crossing the track the engine struck the wagon.
June 30	J. E. Brennan	Farmer	Near Lawler	Brained	

RECAPITULATION OF ACCIDENTS.

Killed.—Passengers—from causes beyond their control.....		None.
misconduct or want of caution..		None.
Employees—from causes beyond their control.....	1	
misconduct or want of caution....	4—	5
Others—at stations and highway crossings.....	None.	
stealing rides.....	1	
trespassing, on track, etc.....	2—	3
		—
Total killed.....		8
Injured.—Passengers—from causes beyond their control	None.	
misconduct or want of caution..	None.	None.
Employees—from causes beyond their control.....	9	
misconduct or want of caution...	7—	16
Others—at stations and highway crossings.....	None.	
stealing rides.....	None.	
trespassing, on track, etc.....	5—	5
		—
Total injured.....		21

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Alex. Mitchell, Milwaukee.

Vice-President—Julius Wadsworth, New York.

Secretary—R. D. Jennings, Milwaukee.

Treasurer—R. D. Jennings, Milwaukee.

General Manager—S. S. Merrill, Milwaukee.

Assistant General Manager—Jno. C. Gault, Milwaukee.

Division Superintendents—

H. C. Atkins, C. & M., La C. & P. du C. Divisions, Milwaukee.

L. B. Rock, Northern Division, Milwaukee

C. H. Prior, I. & M., I. & D. River, H. & D., and Wab. Divs., Minneapolis.

D. A. Olin, Western Union Division, Racine.

Chief Engineer—R. J. Whittemore, Milwaukee.

Auditor—James P. Whaling, Milwaukee.

General Passenger Agent—A. V. H. Carpenter, Milwaukee.

General Freight Agent—W. G. Swan, Milwaukee.

General Solicitor—John W. Cary, Milwaukee.

NAMES OF DIRECTORS WITH RESIDENCE.

Alexander Mitchell, Milwaukee.

Julius Wadsworth, New York.

S. Chamberlain, Cleveland.

Jno. M. Burke, New York.

Peter Geddes, New York.

Jno. Plankinton, Milwaukee.

David Dows, New York.

S. S. Merrill, Milwaukee.

J. Millbank, New York.

A. R. Van Nest, New York.

H. T. Dickey, Newport, R. I.

J. Stillman, New York.

Jason C. Easton, Lanesboro, Minn.

General offices at Milwaukee, Wisconsin.

Date of annual meeting of stockholders, June.

Fiscal year of company, January 1st to December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

STOCKHOLDERS IN IOWA.

Mrs. Ozias E. Palmer, Algona, 2 shares preferred stock.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss.

Sherwin S. Merrill, General Manager, and Royal D. Jennings, Secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D., 1879, to the best of their knowledge and belief.

(Signed)

S. S. MERRILL,
General Manager.

R. D. JENNINGS
Secretary.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 30th day of September, A. D., 1879.

[L. S.]

MELBERT B. CARY,
Notary Public, Milwaukee, Wisconsin.

Received and filed at the office of the Commissioners of Railroads, this 2d day of October, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

DAVENPORT & NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 3,520,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[Not marketable.]
Number of stockholders at date of last election.....	[29]
Number of stockholders in Iowa at same date.....	[19]
Amount of full-paid stock held in Iowa.....	[\$4,600]
Capital stock authorized by vote of company [number of shares, 35,200.]	
Capital stock issued [number of shares, 34,200], amount paid in	

ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc..	\$ 587,691.66
Estimated value of rolling stock.....	73,310.00
Estimated value of stations, buildings and fixtures	35,825.00
Total	\$ 696,826.66

DEBT.

Funded debt as follows:	
First mortgage bonds (due December 1, 1906, bear interest at five per cent, which is payable December 1 and June 1), amount	\$ 1,710,000.00
Unfunded debt incurred for construction.....	147,725.58
Unfunded debt incurred for equipment.....	5,960.00
Unfunded debt incurred for real estate—right of way.....	43,141.08
Total	\$ 196,826.66

Other debts—current credit balances, etc. (See balance sheet.)

COST OF ROAD AND EQUIPMENT.

The road, equipment, depot-grounds, buildings and appurtenances were purchased at Master's sale for \$500,000. An indebtedness of \$196,826.66 was incurred in extending the road into the city of Davenport. The General Manager is unable to furnish the details asked for.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 455.69	\$ 4,340.36	\$ 4,796.05
August,	1878.....	575.61	4,799.30	5,374.91
September,	1878.....	667.89	5,661.67	6,329.56
October,	1878.....	697.12	4,733.35	5,430.47
November,	1878.....	527.58	3,977.95	4,505.53
December,	1878.....	460.62	3,744.94	4,205.56
January,	1879.....	288.04	3,381.82	3,669.86
February,	1879.....	401.60	3,838.65	4,240.25
March,	1879.....	466.31	4,487.74	4,954.05
April,	1879.....	551.85	3,385.67	3,937.52
May,	1879.....	414.20	3,605.18	4,019.38
June,	1879.....	305.38	3,200.57	3,505.95
Totals.....		\$ 5,811.89	\$ 49,157.20	\$ 54,969.09

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 3,203.91	\$ 4,211.39	\$ 7,415.30
August,	1878.....	4,748.00	5,334.20	10,082.20
September,	1878.....	5,274.48	6,117.17	11,391.65
October,	1878.....	6,717.56	6,860.20	13,576.76
November,	1878.....	6,855.86	5,047.16	11,903.02
December,	1878.....	7,031.53	4,521.58	11,553.11
January,	1879.....	8,293.27	3,822.79	12,116.06
February,	1879.....	3,962.79	5,559.95	9,522.74
March,	1879.....	3,957.94	6,303.06	10,261.00
April,	1879.....	3,641.15	4,742.95	8,384.10
May,	1879.....	4,901.07	6,168.49	11,069.56
June,	1879.....	2,843.75	4,737.51	7,585.26
Totals.....		\$ 61,430.31	\$ 63,426.45	\$ 124,856.76

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July,	1878.....	\$ 592.78	\$ 206.88	\$ 26.00
August,	1878.....	592.78	210.07	5.00
September,	1878.....	592.80	232.28	5.00
October,	1878.....	592.78	209.39	3.05
November,	1878.....	592.78	187.60	33.00
December,	1878.....	592.80	199.63	12.50
January,	1879.....	586.94	184.07	
February,	1879.....	586.94	162.78	
March,	1879.....	582.30	187.33	
April,	1879.....	592.78	166.64	
May,	1879.....	567.63	192.81	
June,	1879.....	504.53	179.49	5.00
Totals.....		\$ 6,977.84	\$ 2,318.97	\$ 89.55

RECAPITULATION OF EARNINGS.

Receipts from local passengers	\$	49,157.20
Receipts from through passengers		5,811.89
Receipts for express.....		2,318.97
Receipts for mails.....		6,977.84
		<hr/>
<i>Total receipts from passenger trains.....</i>	<i>\$</i>	<i>64,265.90</i>
Receipts from local freight.....		63,428.45
Receipts from through freight.....		61,430.31
		<hr/>
<i>Total receipts from freight trains.....</i>	<i>\$</i>	<i>124,856.76</i>
Receipts from miscellaneous sources		89.55
		<hr/>
Total earnings.....	\$	189,212.21

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

Advertising.....	\$	45.36
Maintenance of buildings		828.22
Maintenance of bridges		10,365.19
Maintenance of fences		291.40
Maintenance of telegraph		34.85
Maintenance of cars.....		15,872.47
Maintenance of motive power.....		11,668.99
Maintenance of road		54,327.15
Fuel and water sta. exp. and repairs.....		3,074.86
Engine houses, M. S. and T. T. ex. and rep.....		343.33
Station service.....		15,093.38
Train service		390.57
Telegraph service.....		1,035.00
Mail service		
Car rental		
Track rent.....		2,000.04
Conductors, B. M., and brakemen		10,034.08
Engineers and firemen		12,807.87
Fuel consumed		14,224.24
Stock killed		741.35
Damage to persons and baggage.....		1,595.35
Loss and damage, freight.....		36.46
Legal expenses.....		2,085.36
General expenses.....		12,962.81
Printing and stationery		1,153.84
Freight earnings.....		
Passenger earnings.....		
Tools and machinery.....		828.53
Furniture and fixtures		79.35
Taxes		11,859.06
Insurance		486.70
		<hr/>
Total operating expenses.....	\$	184,285.51

EXTRAORDINARY EXPENSES.

Fencing and stock-yards (new)	\$	2,333.43
Side tracks (new).....		1,052.03
Tools and machinery.....		343.87
Legal expenses.....		3,720.29
Right of way, extension		1,851.50
Right of way.....		450.00
		<hr/>
Total.....	\$	9,751.12

GENERAL RECAPITULATION.

Total earnings	\$ 189,212.21
Ordinary.....	\$ 184,285.51
Extraordinary	9,751.12
Total operating expenses.....	194,036.63
Deficit	\$ 4,824.42

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

General property account	\$ 5,130,000.00
August Rutten, treasurer, on account of city taxes and sub- scriptions	40,710.03
Extension account	209,838.27
Interest on bills payable.....	12,000.00
Operating expenses till June 30, 1879, 6 months.....	\$88,530.52
Extraordinary expenses till June 30, 1879, 6 months..	7,004.88— 95,535.40
Stock of material on hand.....	8,761.82
Due from U. S. P. O. department.....	\$1,636.72
Due from agents.....	225.69
Due from other railroads.....	673.09— 2,535.50
Cash	16,694.01
Total.....	\$ 5,516,075.33

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

First mortgage bonds	\$1,710,000.00
Capital stock	3,420,000.00—\$ 5,130,000.00
City tax and individual subscriptions.....	52,741.66
Bills payable	196,826.66
Rutten & Bonn.....	4,300.00
Freight earnings till June 30, 1879, 6 months	\$58,934.72
Passenger earnings till June 30, 1879, 6 months	24,327.01
Express earnings till June 30, 1879, 6 months	1,073.12
Mail earnings till June 30, 1879, 6 months.....	3,421.12
Miscellaneous earnings till June 30, 1879, 6 months..	270.90— 88,026.87
Due to other roads	722.20
Unpaid vouchers and pay-rolls	23,268.42
Income account	20,189.52
Total.....	\$ 5,516,075.33

DESCRIPTION OF ROAD.

Length of main line of road completed, from Davenport to Fayette	128.40 miles
Branches owned by company, viz.: Eldridge to Maquoketa.....	32.25 miles
Total length of road belonging to this company.....	160.65 miles
Aggregate length of sidings and other tracks not above enumerated	6.11 miles
Gauge of track	4 ft. 8½ in.

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 401; aggregate length, feet.....25,642 feet
Stone culverts, number of, 5.
Culverts, box, number of, 216.

BRIDGES BUILT WITHIN THE YEAR.

NUMBER.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
59.....	Trestle...	Wood.....	3,320 feet.	Built in place of old bridges.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Chicago & Northwestern Railroad at Wheatland, De Witt and Delmar.
Western Union (now Chicago, Milwaukee & St. Paul) Railroad at Oxford
Junction, Delmar and near Monticello.
What railroads cross your road either over or under your grade in this
State, and where?
Chicago & Northwestern Railroad at Centre Junction.
Illinois Central Railroad at Delaware.
Chicago, Rock Island & Pacific Railroad at Davenport.
Number of crossings of highways at grade in this State without pro-
tection 173
Number of crossings of highways over railroads..... 4
Number of crossings of highways under railroads..... 9
Number of highway bridges eighteen feet above track. 4

STATIONS.

Number of stations..... 30

FENCING.

How many miles of fencing have you on your road in Iowa?..... 63 63-5220
What was the average cost per rod?..... 49 cents.
(Give the miles of fence needed on both sides of your track, in each county
in Iowa through which your road runs, and the aggregate amount in
miles:
65.00 miles in.....Scott county.39.49 miles in.....Jones county.
54.95 miles in.....Clinton county.54.74 miles in.....Delaware county.
2.25 miles in.....Jackson county.23.58 miles in.....Clayton county.
.94 miles in.....Cedar county.26.75 miles in.....Fayette county.

ROLLING STOCK.

* Number of locomotives of more than 30 tons weight, exclusive of
tender..... 5
Number of locomotives of more than 20 tons weight, and under
30 tons..... 3
Number of passenger cars—8-wheel..... 7
Number of express and baggage cars..... 4
Number of box freight cars..... 49
Number of stock cars..... 10
Number of platform cars..... 26
Number of coal cars..... 15
Number of conductors' way cars..... 3
(Other cars as follows: Smoking car..... 1

*Give the weight of heaviest locomotives in use. 35 tons.

TELEGRAPHS.

Miles of telegraph on line operated by company.....	128.40
Miles of telegraph owned by company.....	None.
Number of telegraph offices in company's stations.....	18
Number of telegraph stations operated by company.....	18
Number of telegraph stations operated jointly by rail and telegraph companies.....	None.

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	88,907
Miles run by freight trains.....	93,440
Miles run by mixed trains.....	29,952
<hr/>	
Total mileage of passenger, freight and mixed trains..	207,359
Miles run by construction and other trains, switching.....	29,721
<hr/>	
Total train miles run.....	237,080
Number of through passengers..	4,711
Number of local passengers.....	58,839
<hr/>	
Total number of passengers carried.....	63,550
Number of tons of through freight carried.....	43,389
Number of tons of local freight carried.....	29,195
<hr/>	
Total tons of freight carried.....	72,584
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare), 1,000 mile ticket.....	3 cents.
Average number of cars in passenger trains, including baggage cars	2

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?
 Ans. United States Express Co. They receive and deliver their own freight.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?
 Ans. \$5,639.44 per annum, from Davenport to Fayette; \$1,827.99 per annum, from Davenport to Maquoketa.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.
 Ans. \$34,547.79 received from the treasurer of Scott county, Iowa, on account of nine mill tax, voted by the city of Davenport, to aid in extending the road into the city of Davenport. Bonds and stock were given for said amount.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

No accident during the year, and no injury done to either passenger or employe.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Lewis H. Meyer, New York.

Vice-President—James C. Spencer, Milwaukee, Wisconsin.

Secretary—J. Smith Conner, Davenport, Iowa.

Treasurer—August Rutten, New York.

General Manager—John E. Henry, Davenport, Iowa.

Superintendent of Telegraph—M. M. Knapp, Davenport, Iowa.

Auditor—J. Smith Conner, Davenport, Iowa.

General Passenger Agent, and General Freight Agent—John L. Kellogg, Davenport, Iowa.

Attorney, General and Local—James Grant, Davenport, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

Lewis H. Meyer, New York.

August Rutten, New York.

William C. Bonn, New York.

Arnold Marcus, New York.

Elias H. Frank, New York.

Edward Livingstone, New York.

James C. Spencer, Milwaukee, Wisconsin.

James Grant, Davenport, Iowa.

John E. Henry, Davenport, Iowa.

General offices at Davenport, Iowa.

Date of annual meeting of stockholders, first Monday of May.

Fiscal year of company, December 31st.

STATE OF IOWA, }
COUNTY OF SCOTT. }

John E. Henry, General Manager, and J. S. Conner, Auditor of the Davenport & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
[L. S. OF R. R.]

JOHN E. HENRY,
J. S. CONNER.

Subscribed and sworn to before me, this 29th day of August, A. D. 1879.
[L. S.]

C. WHITAKER,
Notary Public, Scott County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 30th day of August, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association...	Not fixed.	
Par value of shares.....	[\$100]	
Number of stockholders at date of last election.....	[1,059]	
Number of stockholders in Iowa at same date.....	[None.]	
Capital stock issued, amount paid in.....		36,812,500.53
Capital stock paid in common, stock outstanding.....		15,109,655.97
Capital stock paid in preferred, stock outstanding and conditions of preferment—preference 7 per cent.....		21,702,844.56
Capital stock paid in per mile of road owned by company.....	[1199.75 miles.]	30,683.47

DEBT.

BONDED DEBT OF C. & N. W. R'Y, JUNE 30, 1879.

NAME OF BONDS.	WHEN DUE.	RATE OF INTEREST.	INTEREST PAYABLE.	BONDS OUT- STANDING.
Preferred Sinking Fund.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	\$ 972,200
Funded Coupon.....	Nov. 1, 1883	7 per cent, currency	May 1—Nov. 1	676,400
General First Mortgage.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	3,440,400
Appleton Extension.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	116,000
Green Bay Extension.....	Aug. 1, 1885	7 per cent, currency	Feb. 1—Aug. 1	180,000
Gal. & Chi. Un. First Mort....	Feb. 1, 1882	7 per cent, currency	Feb. 1—Aug. 1	1,634,000
Gal. & Chi. Un. Second Mort.	Past due.....	7 per cent, currency	.....	2,000
Miss. River Bridge.....	Jan. 1, 1884	7 per cent, currency	Jan. 1—July 1	168,000
Peninsula First Mortgage....	Sept. 1, 1898	7 per cent, currency	Mar. 1—Sept. 1	272,000
Beloit & Madison.....	Jan. 1, 1888	7 per cent, currency	Jan. 1—July 1	247,000
Consolidated Sinking Fund ..	Feb. 1, 1915	7 per cent, currency	{ Feb. 1—May 1 } { Aug. 1—Nov. 1 }	5,202,000
Chi. & Mil. R'y First Mort....	July 1, 1898	7 per cent, currency	Jan. 1—July 1	1,700,000
Menominee River R. R.	July 1, 1906	7 per cent, currency	Jan. 1—July 1	400,000
Madison Extension, gold	April 1, 1911	7 per cent, gold.....	April 1—Oct. 1	3,160,000
Menominee Extension, gold..	June 1, 1911	7 per cent, gold.....	June 1—Dec. 1	2,700,000
General Consolidated	Dec. 1, 1902	7 per cent, gold.....	June 1—Dec. 1	12,348,000
Total .....	.....	.....	.....	\$ 23 193,000

Total amount of funded debt.....	33,193,000.00
Unfunded debt.....	Nothing.
Amount of debt liabilities per mile of road....[1,199.75 miles]	27,666.59
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same:	
First mortgage bonds, Iowa Midland R'y.....	\$ 1,350,000.00
Second mortgage bonds, Winona & St. Paul R. R.....	2,750,000.00
Extension mortgage bonds, Winona & St. Paul R. R.....	4,306,800.00
First Mortgage bonds, Minn. Val. R. R. Co.....	150,000.00
First mortgage bonds, R. & N. Minn. R'y.....	200,000.00
First mortgage bonds, Plainview R. R.....	100,000.00

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, 1,199.75 miles.....	\$ 72,499,585.14
Average cost of same per mile.....	60,428.89
Proportion for Iowa.....	513,645.56

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road.....	}	\$	140,685.19
Branches—extension or alteration of road, specifying each..			
Double track extension.....			
Land—right of way and depot grounds.....			26,612.76
Passenger and freight stations, wood-sheds and water stations	}		42,463.95
Engine-houses, car-sheds and turn-tables.....			
New equipment.....			499,166.21
New fences, gates and crossings.....			3,013.82
Any other expenditures charged to property account, specifying same.....			714,641.89
Construction of permanent bridges.....		\$	154,653.78
Construction of Stanwood & Tipton Railroad.....			157,488.11
Construction of Menominee River Railroad.....			402,500.00

Total.....	\$ 1,426,583.82
Net addition to property account for the year.....	1,426,583.82
State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?	
The excess of cost of the new structures over original cost of the old structures is charged to construction.	

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....		\$ 259,206.78	\$ 743,285.56
August, 1878.....		270,728.29	850,207.85
September, 1878.....		309,678.06	968,352.31
October, 1878.....		300,108.19	1,105,495.52
November, 1878.....		220,892.79	1,035,084.67
December, 1878.....		188,414.78	753,965.06
January, 1879.....		171,935.85	723,917.24
February, 1879.....		167,718.58	614,587.93
March, 1879.....		241,340.12	710,331.34
April, 1879.....		246,687.09	729,380.33
May, 1879.....		236,723.11	1,005,036.90
June, 1879.....		237,611.78	1,002,608.71
Totals.....		\$ 2,851,045.42	\$10,242,253.42

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....		\$ 21,739.07	\$ 21,922.10	\$ 20,131.34
August, 1878.....		22,067.65	21,567.41	14,683.40
September, 1878.....		21,762.22	20,739.17	26,475.68
October, 1878.....		21,762.22	23,046.77	8,686.42
November, 1878.....		21,762.22	21,983.60	5,130.34
December, 1878.....		21,762.22	22,354.20	4,714.00
January, 1879.....		21,762.25	21,191.26	4,367.93
February, 1879.....		21,754.72	19,020.39	8,503.75
March, 1879.....		21,762.22	20,318.33	5,936.36
April, 1879.....		21,762.22	20,807.35	5,649.54
May, 1879.....		21,762.22	22,068.30	26,416.97
June, 1879.....		21,763.08	20,631.36	3,499.48
Totals.....		\$ 261,422.28	\$ 255,650.24	\$ 134,195.21

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 2,851,045.42
Receipts for express.....	255,650.24
Receipts for mails.....	261,422.28

<i>Total receipts from passenger trains.....</i>	<i>\$ 3,368,117.94</i>
Receipts from passenger trains, per train mile run [2,609,966 miles], \$1.29 05.	
Receipts from local freight.....	}
Receipts from through freight.....	
	\$ 10,242,253.42

Total receipts from freight trains..... \$ 10,242,253.42

Receipts from freight trains, per train mile run, [6,409,113 miles] \$1.59 80-100.	
Receipts from miscellaneous sources.....	134,195.21
Total earnings.....	\$ 13,744,566.57
Proportion for Iowa.....	[\$3,615,760.42]
Earnings per mile of road operated..[1,616.50 miles], [\$8,502.67]	
Per train mile, for passenger, freight and mixed trains, [9,019,079 miles] [\$1.52 39-100.]	
*Have you made any advance or reduction in freight since the enactment of Chapter 77, Laws of the Seventeenth General Assembly—if so, what percentage?	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies, exclusive of new ties....	\$ 637,675.72
Repairs of track—new ties, No. 568,248; cost per tie 35 54-100 cts.	184,879.77
Repairs of bridges—labor and supplies.....	177,208.83
Repairs of fences—labor and supplies.....	63,295.30
Repairs of buildings, stations, water-tanks, etc.....	108,166.56
New rails—No. tons steel, less credit for old rails	385,532.00
Total.....	\$ 1,556,758.18

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 452,326.99
Repairs of cars	469,519.76
Repairs of machinery and tools.....	82,022.87
All other expenditures chargeable to this account.....	
Total.....	\$ 1,003,869.56

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 738,937.59
Oil, waste and lights.....	63,694.25
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	2,274,140.00
Miscellaneous train and station supplies	60,214.94
Miscellaneous train and station expenses.....	
Loss and damage of goods.....	21,182.90
Injuries to persons.....	63,718.63
Damage for stock killed.....	7,044.10
Hire of cars	27,564.03
All other expenses chargeable to this account.....	3,406.12
Total.....	\$ 3,259,902.56

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 86,428.64
General office expenses, including clerk hire, rent, fuel, lights, etc	113,618.12
Taxes in Iowa.....	101,050.58
Taxes in other States.....	214,900.11

*Have made some changes as per copies of tariffs submitted to Railroad Commissioners.

Advertising.....	\$ 23,569.36
Printing and stationery.....	43,363.48
All other expenses chargeable to this account.....	140,058.39
Total.....	\$ 722,988.68

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 6,543,518.98
Proportion for Iowa.....	[\$1,721,392.78]
Per mile of road operated.....	[\$4,047.95]
Per train mile [9,019,079 miles] for passenger, freight and mixed trains.....	[\$.72 50-100]
Percentage of expenses to earnings.....	[%47 61-100]
Net earnings per train mile [9,019,079].....	[\$.74 84-100]

GENERAL RECAPITULATION.

Total earnings.....	\$ 13,744,566.57
Total receipts during the year.....	[\$13,744,566.57]
Total operating expenses and taxes.....	6,543,518.98
Net earnings—earnings above operating expenses and taxes....	7,201,047.59
Total receipts above operating expenses.....	[\$7,201,047.59]
Percentage of net earnings to stock and debt	[%10 29-100]
Percentage of net earnings to cost of road and equip- ment	[% 9 93-100]

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 2,292,978.06
Interest falling due during the year, but not paid	None.
Total interest liability for the year	Same as paid.
Sinking Funds	83,120.00
Rental	1,240,546.50
Receipts above operating expenses, taxes, rental, and sinking funds	\$ 3,584,403.03
Amount paid during the year for permanent improvements, and charged to cost of road and equipment.....	\$1,426,583.82
Loss in operating proprietary roads, etc.....	922,885.80
Dividends declared, preferred, 7 per cent; common, 4 per cent for the year; amount	2,105,868.00
Date of last dividend declared	[June, 1879]
Balance for the year, or surplus	\$ 555,649.23
Surplus at the commencement of the year.....	\$ 4,164,397.73
Less charges account Northwestern Railway for 1878	16,002.89 4,148,394.84
Total surplus	\$ 4,704,044.07
Paid to sinking funds in hands of trustees	[\$83,120]

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Cost of road and equipment	\$ 72,499,585.14
Advances to proprietary railroads.....	1,670,118.06
Land grant account	26,317.03
Excess of sundry assets over current bills and accounts.....	19,019.65
Cash	721,202.75
Total	\$ 74,936,242.63

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$ 36,812,500.53
Funded debt.....	33,193,000.00
Accrued rental on Iowa leased lines.....	226,698.03
Balance to credit of "income account".....	4,704,044.07
Total.....	\$74,936,242.63

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

YEAR.	TERMINI.		MILES.
1848	Chicago.....	Harlem.....	10
1849	Harlem.....	Elgin.....	33
1852	Elgin.....	Rockford.....	50.44
1853	Rockford.....	Freeport.....	28
1853	Belvideer.....	Beloit.....	20.10
1854	Turner Junction.....	Dixon.....	68
1854	Elgin.....	Genoa.....	35.80
1854	Chicago.....	Cary.....	38.50
1854	Minnesota Junction.....	Fond du Lac.....	29
1855	Cary.....	Janesville.....	52.30
1855	Chicago.....	Milwaukee.....	85
1855	Dixon.....	Fulton.....	39
1855	Chicago, 2d track.....	Turner Junction.....	30
1858	Clinton.....	Cedar Rapids.....	81.30
1859	Janesville.....	Minn. Junction.....	57
1859	Fond du Lac.....	Oshkosh.....	17
1860	Beloit.....	Magnolia.....	17
1861	Oshkosh.....	Appleton.....	20
1862	Appleton.....	Fort Howard.....	28.40
1862	Kenosha.....	Rockford.....	72.10
1862	Cedar Rapids.....	Marshall.....	70
1864	Magnolia.....	Madison.....	31.80
1864	Marshall.....	New Jefferson.....	81
1864	Escanaba.....	Negaunee.....	62
1865	Clinton Bridge.....		
	{ The east end of which was		
	{ built in 1860.....		1.10
1867	New Jefferson.....	Missouri river.....	120.60
1870	Clinton.....	Lyons.....	2.60
1870	Negaunee.....	Lake Angeline.....	6
1870	Winona Junction.....	Winona.....	29
1871	Genoa.....	Geneva Lake.....	8.70
1871	Fort Howard.....	Marinette.....	49.45
1871	Geneva.....	St. Charles.....	2.40
1872	Geneva.....	Batavia.....	3.20
1872	Stanwood.....	Tipton.....	8.50
1872	Chicago.....	Montrose.....	5.20
1872	Marinette.....	Escanaba.....	64.65
1873	Southern Branch Junction..	Chicago river.....	4.50
1873	Madison.....	Winona Junction.....	129.10
1877	Menominee River Junction..	Quinneseec.....	24.71
1877	Maple River Junction.....	Mapleton.....	60.15
	Track to various mines at	various dates.....	39.80
	Total.....		1,616.50

	ENTIRE LENGTH.	LENGTH IN IOWA.
Chicago to east end of Mississippi River bridge.....	137.00	.....
Chicago to Fremont..... (Above included thirty miles second track.)	121.00	.....
Elgin to Geneva Lake.....	45.04	.....
Batavia to St. Charles.....	5.60	.....
East end of Mississippi river bridge to Clinton.....	1.10	1.10
Clinton to Cedar Rapids.....	81.30	81.30
Cedar Rapids to Missouri river.....	271.60	271.60
Clinton to Lyons.....	2.60	2.60
Maple River Junction to Mapleton.....	60.15	60.15
Stanwood to Tipton.....	8.50	8.50
Belvidere to Madison.....	68.90	.....
Madison to Elroy.....	74.20	.....
Elroy to Winona Junction.....	54.90	.....
Winona Junction to Winona.....	29.00	.....
Chicago to Milwaukee.....	85.00	.....
Kenosha to Rockford.....	72.10	.....
Chicago to Fort Howard.....	242.20	.....
Fort Howard to Michigan State line.....	49.45	.....
Chicago to Montrose.....	5.20	.....
Chicago Southern Branch Junction to river.....	4.50	.....
Michigan State line to Escanaba.....	64.65	.....
Escanaba to Lake Angeline.....	68.00	.....
Menominee River Junction to Quinnisec.....	24.71	.....
Branches to Mines.....	39.80	.....
Total Chicago & Northwestern Railway.....	1,616.60	425.25

Length of main line of road completed, from various points to various points.....	1,199.75
Length of main line of road completed, in Iowa.....	8.50
Length of main line of road completed, in Illinois.....	489.90
Length of main line of road completed, in Wisconsin.....	504.19
Length of main line of road completed, in Michigan.....	197.16
Branches owned by company, viz.: All lines are regarded as "main lines."	
Total length of road belonging to this company.....	1,199.75
Aggregate length of sidings and other tracks not above enumera- ted.....	241.76
Same in Iowa.....	.32
Aggregate length of tracks belonging to this company computed as single track.....	1,441.51
Same in Iowa.....	8.82
Gauge of track, four feet eight and a-half inches.	
Total length of tracks belonging to this company laid with steel rails, owned [weights per yard, 60].....	678.90
Total length of tracks belonging to this company laid with steel rails, leased [weights per yard 60].....	279.82
Total.....	958.72
Total length of tracks belonging to this company laid with iron rails, owned [weights per yard 50 to 60].....	520.85
Total length of tracks belonging to this company laid with iron rails, leased [weights per yard 50 to 60].....	136.93
Total.....	657.78

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

Names, description and length of each:	
Chicago, Iowa & Nebraska R. R., length	82.40
Cedar Rapids & Mo. R. R., length.....	274.20
Maple River R. R., length	60.15
<hr/>	
Total length of above roads	416.75
Total length of above roads in Iowa.....	416.75
Total miles of road operated by this company.....	1,616.50
Total miles of road operated by this company in Iowa	425.25

NUMBER OF BRIDGES AND TRESTLES OVER 25 FEET LONG ON WHOLE LINE.

Wooden bridges, number of, 55; aggregate length.....	10,818 feet.
Stone bridges, number of, 8; aggregate length	676 feet.
Iron bridges, number of, 36; aggregate length.....	8,680 feet.
Wooden trestles, number of, 905; aggregate length.....	117,600 feet.
Combination bridges, number of, 13; aggregate length.....	3,554 feet.

BRIDGES BUILT WITHIN THE YEAR.*

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
One in Chicago.....	Iron Truss...	Iron.....	172 feet	1879.
Three in Wisconsin.....	Iron Truss...	Iron.....	1,838 feet	1878.
Two in Iowa	Iron Truss...	Iron.....	124 feet	1878.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Davenport & Northwestern Railroad, at Wheatland, Clinton county.
Davenport & Northwestern Railroad, at De Witt, Clinton county.
Burlington, Cedar Rapids & Northern Railroad, at Cedar Rapids, Linn county.
Central Iowa Railway, at Marshalltown, Marshall county.
Des Moines & Minnesota Railroad, at Ames, Story county.
Des Moines & Ft. Dodge Railroad, at Grand Junction, Greene county.

What railroads cross your road either over or under grade in this State, and where? Ans. None.

Number of crossings of highways at grade in this State without protection, except cattle-guards..... 365

Number of crossings of highways at grade in this State at which there are gates or flagmen..... 2

Number of crossings of highways over railroad..... None.

Number of crossings of highways under railroad..... None.

Number of highway bridges 18 feet above track..... 1

Number of highway bridges less that 18 feet above track None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. Employes are instructed to bring trains to a full stop before crossing the track of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and ring the bell, which regulations are found to be sufficient.

* 4,700 lineal feet of pile bridge rebuilt during the year.

STATIONS.

Number of stations at which there are buildings and agents.....	276
Same in Iowa at which there are buildings and agents.....	70

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, about.....	7,621
Same in Iowa	1,640

FENCING.

How many miles of fencing have you on your road in Iowa?	
All fenced except the Maple River R. R., 60.15 miles of track.	
How many miles of fencing have you built during the year?..	None.
What was the average cost per rod?	
Built by lessors—unable to give it.	
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles.	
9.50 track miles in Carroll county; 20.25 track miles in Sac county; 21.15 track miles in Ida county; 5.50 track miles in Woodbury county; 3.75 track miles in Monona county.	
Aggregate amount.....	120.30 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	198
Number of locomotives of more than 20 tons weight, exclusive of tender	153
Number of locomotives of more than 10 tons weight, exclusive of tender.....	3
Number of passenger cars—12-wheel	53
Number of passenger cars—8-wheel	131
Number of express and baggage cars.....	82
Number of box freight cars	4,873
Number of stock cars	754
Number of platform cars	1,226
Number of ore cars.....	1,957
Number of conductors' way cars.....	140
Other cars as follows: Officers, 4; hand, 340; wrecking, ditching and dump, 97	441
Number of locomotives equipped with train-brake.....	130
Number of passenger cars equipped with train-brake.....	184
What kind of train-brake is in use on your road? Westinghouse air-brake.	

TELEGRAPHS.

Miles of telegraph on line operated by company. All the road operated has telegraph line.	
Miles of telegraph owned by company. No telegraph line wholly owned by this company.	
Number of telegraph offices in company's stations.....	203
Number of telegraph stations operated by company.....	203
Number of telegraph stations operated jointly by rail and telegraph companies	203

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	2,600,781
Miles run by freight and mixed trains.....	6,409,113
Miles run by excursion trains.....	9,185
Total mileage of passenger, freight and mixed trains.....	9,019,079
Miles run by construction and other trains.....	298,762
Total train miles run	9,317,841
Total number of passengers carried... ..	3,108,372
Total passenger mileage, or passengers carried one mile.....	106,213,071
Average amount received from each passenger.....	91 72-100 cts.
Average distance traveled by each passenger (miles).....	34 17-100
Total freight mileage, or tons carried one mile.....	669,120,674
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance (single fare)....	1.80 cents.
Average rate of fare per mile received for all passengers.....	2.68 cents.
Average rate received per mile, per ton for all freight carried.	1 53-100
Average number of cars in passenger trains, including baggage cars.....	4
Average number of cars in freight train.....	20
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	112 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	220 tons.
Rate of speed of passenger and express trains, including stops.	25 mil. per h.
Rate of speed of freight trains, including stops.....	12 mil. per h.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company and United States Express Company.
(For terms and conditions as to rates, see full statement attached.)

EXPRESS CONTRACTS IN FORCE JUNE 30, 1879.

AMERICAN EXPRESS COMPANY.

	Rate per diem on limited tonnage.	Limit of pounds.	Rate per 100 lbs. whole length of route in ex- cess of ton- nage.
Chicago to Council Bluffs.....	275.00	10,000	\$ 1.50
Chicago to Freeport.....	90.00	12,000	.75
Chicago to Ishpeming.....	200.00	8,000	2.00
Chicago to Elroy.....	135.00	10,000	1.35
Stanwood to Tipton.....	2.00	500	.....
Kenosha to Rockford.....	5.07	1,000	.60
Elgin to Geneva Lake.....	5.00	1,000	.36

Elroy to Winona Junction, in accordance with tariff of rates to be paid between stations Maple River Junction to Mapleton, \$100.00 per month.

United States Express Co. Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66; limit of pounds to be carried each day at regular per diem rates, 17,000; rate per 100 lbs. carried whole length of route to be paid on excess of tonnage, 40 cents.

Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business, restricted to lighter articles, properly belonging to express business. The express companies deliver their freight into this company's cars.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car-load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?

Ans.

Ames Coal Transportation Co., Chicago	\$ 67.91
Anderson Refrigerator Co., Chicago	269.31
Tiffany Refrigerator Car Co., Chicago	98.75
Chicago & Wilmington Coal Co., Chicago	590.00
W. P. Rend & Co., Chicago	446.50
Fish Bros., Racine	177.00
Menasha Wooden-Ware Co., Menasha	130.00
Wilmington Mining & Trans. Co., Terra Haute	62.03

Total amount paid\$ 1,841.50

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping and hotel cars are run. For the use of sleeping cars this company furnishes the fuel and lights, and keeps in running order the trucks and whole exterior of the car; and for the use of hotel cars, this company pays three cents per mile run per car. Both are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company. Parlor cars owned by this company are run between Chicago and Milwaukee. Charges in addition to regular passenger rates are 35 cents for through, and 25 cents for local, passengers.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. Total amount paid during the year is \$15,603.75. All paid to Pullman Palace Car Company. Being for hotel cars run between Chicago and Council Bluffs.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

ROUTE.	TERMINI.	MILES.	AMOUNT PER ANNUM.
23,001	Chicago to Milwaukee.....	87.00	\$ 19,926.48
23,002	Chicago to Freeport.....	121.00	24,997.44
23,003	Chicago to U. P. Transfer.....	491.00	115,194.30
23,004	Elgin to Geneva Lake.....	44.00	2,200.00
23,056	Geneva to Batavia.....	3.50	175.00
24,031	Ft. Howard to Ishpeming.....	181.20	11,099.27
24,042	Powers to Quinnesec.....	24.68	Not fixed.
25,009	Chicago to Green Bay.....	245.00	51,943.34
25,010	Caledonia to Winona Junction.....	190.35	21,722.40
25,011	Kenosha to Rockford.....	73.60	5,520.00
25,012	Winona Junction to Winona.....	30.45	5,176.50
25,030	Onalaska to La Crosse.....	6.50	277.87
27,013	Stanwood to Tipton.....	8.81	440.50
27,038	Maple River Junction to Mapleton.....	61.18	2,305.90

LANDS—CONGRESSIONAL GRANT.

None in the State of Iowa.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. To aid in the construction of the road from Oshkosh to Ft. Howard, bonds were issued in exchange for common stock, as follows:

In 1860, by town of Neenah.....	\$ 15,000.00
In 1860, by city of Appleton.....	15,000.00
In 1862, by borough of Ft. Howard.....	15,000.00
In 1862, by Brown county.....	49,500.00

RECAPITULATION OF ACCIDENTS.

Killed.—Employees—from causes beyond their control.....	1	
misconduct or want of caution.....	4—	5
Others—stealing rides	4	
trespassing, on track, etc.....	8—	12
		<hr/>
Total killed.....		17
Injured.—Passengers—from misconduct or want of caution.....	2—	2
Employees—from causes beyond their control	2	
misconduct or want of caution	10—	12
Others—stealing rides.....	4—	4
		<hr/>
Total injured.....		18

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Albert Keep, 56 Kinzie street, Chicago.

Vice-President—M. L. Sykes, 52 Wall street, New York.

Secretary—M. L. Sykes, 52 Wall street, New York.

Treasurer—M. L. Sykes, 52 Wall street, New York.

General Manager—Marvin Hughitt, 56 Kinzie street, Chicago.

General Superintendent—Marvin Hughitt, 56 Kinzie street, Chicago.

Assistant General Superintendent—C. C. Wheeler, 56 Kinzie street, Chicago.

Division Superintendents, { J. S. Oliver, Clinton, Iowa.
W. B. Linsley, Escanaba, Michigan.
E. J. Cuyler, Chicago, Illinois.
C. Murray, Chicago, Illinois.
C. A. Swineford, Baraboo, Wisconsin.

Chief Engineer—E. H. Johnson, 56 Kinzie street, Chicago.

Superintendent of Telegraph—G. H. Thayer, 56 Kinzie street, Chicago.

Auditor—J. B. Redfield, 56 Kinzie street, Chicago.

General Passenger Agent—W. H. Stennett, 56 Kinzie street, Chicago.

General Freight Agent—H. C. Wicker, 56 Kinzie street, Chicago.

Attorney, General and Local—B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS, WITH RESIDENCE.

David Dows, New York, N. Y.

Sidney Dillon, New York, N. Y.

David Jones, New York, N. Y.

M. Hughitt, Chicago, Ill.

John M. Burke, New York, N. Y.

Wm. L. Scott, Erie, Pa.

Jay Gould, New York, N. Y.

R. P. Flower, New York, N. Y.

D. P. Morgan, New York, N. Y.

Frank Work, New York, N. Y.

C. J. Osborn, New York, N. Y.

A. G. Dulman, New York, N. Y.

Augustus Schell, New York, N. Y.

Chauncey M. Depew, New York, N. Y.

Samuel F. Barger, New York, N. Y.

Albert Keep, Chicago, Ill.

M. L. Sykes, New York, N. Y.

General offices at Chicago, Ill.

Date of annual meeting of stockholders, first Thursday in June.

Fiscal year of the company, May 31st.

STATE OF ILLINOIS, }
COUNTY OF COOK. }

Marvin Hughitt, General Manager, and J. B. Redfield, Assistant Secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

MARVIN HUGHITT,
J. B. REDFIELD.

[L. S. OF R. R.]

Subscribed and sworn to before me, this first day of September, A. D. 1879.

[L. S.]

CHAS. E. SIMMONS,

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this third day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO, IOWA & NEBRASKA RAILROAD CO.,

FOR THE YEAR ENDING, JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 15,000,000.00
Par value of shares.....	[\$100]
Average price per share.....	[\$100]
Number of stockholders at date of last election.....	[399]
Number of stockholders in Iowa at same date.....	[12]
Amount of full-paid stock held in Iowa.....	[\$254,400]
Capital stock issued [number of shares, 39,162] amount paid in.	3,916,200.00

DEBT.

Funded debt, as follows:	
First mortgage bonds liquidated.	
Second mortgage bonds (due July 1, 1889, bear interest at 7 per cent, which is payable January 1 and July 1), amount.....	\$ 465,400.00
Third mortgage bonds (due August 15, 1894, bear interest at 7 per cent, which is payable February 15 and August 15), amount	211,500.00
Total amount of funded debt.....	\$ 676,900.00
Amount received from the same in cash.....	[\$676,900.00]
Unfunded debt incurred in any other manner, and how.	
Ans. Unpaid coupons, dividends, etc., of which the sum of \$6,573 is for coupons due July 1, 1879, not reported paid at date of this report, June 30, 1879.	
Other debts—current credit balances, etc.....	7,775.26
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.	
Ans. Should the earnings of the Maple River Railroad Company be insufficient to meet the coupons upon its bonds, this company is under obligations to contribute to such deficiency. The amount of such contribution, if any, cannot be determined at this time.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 4,662,122.50
--	-----------------

EXPENSES.

Salaries of the general officers of the company	\$ 5,200.00
General office expenses, including clerk hire, rent, fuel, lights, insurance, taxes in Iowa, etc.	1,895.03

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Dividends declared (July 1, 1878, January 1, 1879, each 5 per cent), 10 per cent for the year, amount	\$ 391,620.00
Date of last dividend declared .....[July 1, 1879]	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Construction	\$ 4,662,122.50
Reserve bonds, second mortgage.....	8,000.00
Reserve bonds, third mortgage	18,000.00
Office building.....	7,926.88
Bills receivable.....	73,420.08
Sioux City & Pacific Railroad.....	8,966.69
D. P. Kimball, treasurer	164,765.13
J. Van Deventer, assistant treasurer	148.12
Expense	336.82
Total	\$ 4,943,686.22

[GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$ 3,916,200.00
Second mortgage bonds.....	465,400.00
Third mortgage bonds.....	211,500.00
Unpaid dividends	343.64
Unpaid coupons, including July 1, 1879	6,919.50
H. Williams, account.....	500.00
Interest scrip	12.12
Interest	917.15
Income account	341,893.81
Total	\$ 4,943,686.22

DESCRIPTION OF ROAD.

Length of main line of road completed, from Clinton to Cedar Rapids.....	81.84 miles
---	-------------

ADDITIONAL QUESTIONS.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants. No grants made to this company.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None granted.

TERMS OF RENTAL.

The Chicago, Iowa & Nebraska Railroad is under lease to and is operated by the Chicago & Northwestern Railway Company. The rental by the lease is thirty-seven and a-half per cent of the gross earnings. But by an agreement now in force, and governing the period embraced in this report, all rental under the lease, in excess of the sum of \$500,000 and such drawbacks as may be mutually agreed upon to connecting roads on business contributed to the line by such roads, is to be remitted to the Chicago & Northwestern Railway Company.

The fiscal period for the yearly settlement of these drawbacks and abatements of rental, between the two companies, ends with the quarter terminating February 28th, of each year, and as the earnings and drawbacks subsequent to the date of report affect the rental received, it is impossible to proportion the rental for the year covered by this report.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Horace Williams, Clinton, Iowa.

Vice-President—John Bertram, Salem, Massachusetts.

Secretary—J. Van Deventer, Clinton, Iowa.

Treasurer—David P. Kimball, Boston, Mass.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.

Fred. L. Ames, North Easton, Massachusetts.

John I. Blair, Blairstown, New Jersey.

John Bertram, Salem, Massachusetts.

S. C. Bever, Cedar Rapids, Iowa.

Prince S. Crowell, East Dennis, Massachusetts.

Wm. T. Glidden, Boston, Massachusetts.

Edward Johnson, Belfast, Maine.

David P. Kimball, Boston, Massachusetts.

B. A. G. Fuller, Boston, Massachusetts.

Joseph Nickerson, Boston, Massachusetts.

S. Lothrop Thorndike, Boston, Massachusetts.

Horace Williams, Clinton, Iowa.

General offices at Clinton, Iowa.

Date of annual meeting of stockholders, Tuesday, next immediately preceding the third Wednesday of May, in each and every year.

Fiscal year of the company ends the 31st day of March.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. }

Horace Williams, President of the Chicago, Iowa & Nebraska Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

Signed, HORACE WILLIAMS,
[L. S. OF R. R.] *President.*

Subscribed and sworn to before me, this first day of September, A. D. 1879.
DAVID P. KIMBALL,

[L. S.] *Commissioner for Iowa, in the State of Massachusetts.*

Received and filed in the office of the Commissioners of Railroads, this tenth day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CEDAR RAPIDS & MISSOURI RIVER RAILROAD CO..

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,000,000.00
Par value of shares.....	[\$100.00]	
Average price received per share.....	[\$100.00]	
Number of stockholders at date of last election	[394]	
Number of stockholders in Iowa at same date.....	[30]	
Amount of full-paid stock held in Iowa	[\$141,800.00]	
Capital stock authorized by vote of Co... [No. of shares 76,200]		7,620,000.00
Capital stock issued..... [No. of shares 76,200]		7,620,000.00
Capital stock paid in on shares not issued [No. of shares, none]		
Capital stock paid in, common.....		6,850,400.00
Capital stock paid in, preferred, and conditions of preference*.....		769,600.00
Capital stock, total amount paid in as per books of the company.....		7,620,000.00
Capital stock, total amount realized in cash and property.....	[\$7,620,000.00]	
Capital stock paid in per mile of road owned by company.....	[274.01 miles]	27,809.20

DEBT.

Funded debt, as follows:		
First mortgage bonds (due August 1, 1891, bear interest at seven per cent, which is payable February 1 and August 1), amount	\$	700,000.00
First mortgage bonds (due August 1, 1894, bear interest at seven per cent, which is payable February 1 and August 1), amount		582,000.00
First mortgage bonds (due May 1, 1916, bear interest at seven per cent, which is payable May 1 and November 1), amount.		2,332,000.00
Total amount of funded debt.....	\$	3,614,000.00
Amount received from the same in property....	[\$3,614,000.00]	
Unfunded debt incurred in any other manner, and how (money borrowed to pay for steel rails).....	\$	80,200.00
Other debts—current credit balances, etc.....		87,432.90
Total debt liabilities.....	\$	3,781,632.90

*Seven per cent per annum interest, payable semi-annually.

Amount of debt liabilities per mile of road.....[274.01 miles]	\$ 13,801.08
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments	3,508,371.52

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 11,393,569.85
--	------------------

RECAPITULATION OF EARNINGS.

Total rental under the lease.....	\$ 714,051.93
-----------------------------------	---------------

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 3,969.17
General office expenses, including clerk hire, rent, fuel, lights, etc.	2,603.97
Paid on account of business from other roads.....	15,036.02
Printing and stationery	499.23
All other expenses chargeable to this account (interest account)	5,785.64
Total.....	\$ 27,914.03

GENERAL RECAPITULATION.

Total rental under the lease.....	\$ 714,051.93
Total expenses.....	27,914.03
Total receipts above expenses.....	\$ 686,137.90

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 169,085.00
Interest falling due during the year, but not paid.....	83,895.00
Total interest liability for the year.....	\$ 252,980.00
Receipts above expenses and interest.....	433,157.90
Amount paid during the year for permanent improvements, and charged to cost of road.....	35,881.41
Dividends declared, 4 per cent for the year, common stock amount.....	274,016.00
Dividends declared, 7 per cent for the year, preferred stock amount	53,872.00
Date of last dividend declared, May 1, 1879.....	
Balance for the year, or surplus.....	\$ 69,388.49
Surplus at the commencement of the year.....	72,733.17
*Total surplus.....	\$ 142,121.66

*See balance sheet.

RECAPITULATION OF ACCIDENTS.

Killed.—Employees—from causes beyond their control.....	1	
misconduct or want of caution.....	4—	5
Others—stealing rides	4	
trespassing, on track, etc.....	8—	12
		<hr/>
Total killed.....		17
Injured.—Passengers—from misconduct or want of caution.....	2—	2
Employees—from causes beyond their control	2	
misconduct or want of caution	10—	12
Others—stealing rides.....	4—	4
		<hr/>
Total injured.....		18

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Albert Keep, 56 Kinzie street, Chicago.

Vice-President—M. L. Sykes, 52 Wall street, New York.

Secretary—M. L. Sykes, 52 Wall street, New York.

Treasurer—M. L. Sykes, 52 Wall street, New York.

General Manager—Marvin Hughitt, 56 Kinzie street, Chicago.

General Superintendent—Marvin Hughitt, 56 Kinzie street, Chicago.

Assistant General Superintendent—C. C. Wheeler, 58 Kinzie street, Chicago.

Division Superintendents, { J. S. Oliver, Clinton, Iowa.
W. B. Linsley, Escanaba, Michigan.
E. J. Cuyler, Chicago, Illinois.
C. Murray, Chicago, Illinois.
C. A. Swineford, Baraboo, Wisconsin.

Chief Engineer—E. H. Johnson, 56 Kinzie street, Chicago.

Superintendent of Telegraph—G. H. Thayer, 56 Kinzie street, Chicago.

Auditor—J. B. Redfield, 56 Kinzie street, Chicago.

General Passenger Agent—W. H. Stennett, 56 Kinzie street, Chicago.

General Freight Agent—H. C. Wicker, 56 Kinzie street, Chicago.

Attorney, General and Local—B. C. Cook, 58 Kinzie street, Chicago.

NAMES OF DIRECTORS, WITH RESIDENCE.

David Dows, New York, N. Y.

Sidney Dillon, New York, N. Y.

David Jones, New York, N. Y.

M. Hughitt, Chicago, Ill.

John M. Burke, New York, N. Y.

Wm. L. Scott, Erie, Pa.

Jay Gould, New York, N. Y.

R. P. Flower, New York, N. Y.

D. P. Morgan, New York, N. Y.

Frank Work, New York, N. Y.

C. J. Osborn, New York, N. Y.

A. G. Dulman, New York, N. Y.

Augustus Schell, New York, N. Y.

Chauncey M. Depew, New York, N. Y.

Samuel F. Barger, New York, N. Y.

Albert Keep, Chicago, Ill.

M. L. Sykes, New York, N. Y.

General offices at Chicago, Ill.

Date of annual meeting of stockholders, first Thursday in June.

Fiscal year of the company, May 31st.

STATE OF ILLINOIS, }
COUNTY OF COOK. }

Marvin Hughitt, General Manager, and J. B. Redfield, Assistant Secretary, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

MARVIN HUGHITT,
J. B. REDFIELD.

[L. S. OF R. R.]

Subscribed and sworn to before me, this first day of September, A. D. 1879.

[L. S.]

CHAS. E. SIMMONS,

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this third day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

MAPLE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 1,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[100.00]
Number of stockholders at date of last election.....	[120]
Number of stockholders in Iowa at same date.....	[5]
Amount of full-paid stock held in Iowa.....	[\$158,900.00]
Capital stock issued [number of shares, 6,580] amount paid in.	658,000.00
Capital stock paid in on shares not issued... [No. shares none]	
Capital stock paid in, common	658,000.00
Capital stock paid in, preferred, and conditions of preferment.	None
Capital stock now outstanding.....	592,200.00
Capital stock, total amount paid in as per books of the com- pany.....	658,000.00
Capital stock, total amount realized in cash.....	[\$658,000.00]
Capital stock paid in per mile of road owned by com- pany.....	[60.15 miles] 10,939.32

DEBT.

Funded debt, as follows:	
First mortgage bonds (due July 1, 1897, bear interest at 7 per cent, which is payable January 1 and July 1) amount.....	463,000.00
Total amount of funded debt.....	463,000.00
Amount received from the same in cash and prop- erty.....	[\$463,000.00]
Unfunded debt incurred for account of branch road not com- pleted.....	54,566.88
Other debts, current balances, etc.....	35,140.00
Total debt liabilities.....	552,706.88
Amount of debt liabilities per mile of road.....	[60.15 miles] 9,188.81
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	466,226.11
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	Nothing

COST OF ROAD AND EQUIPMENT.

Total expended for construction\$ 1,044,480.79

REVENUE FOR THE YEAR.

RECAPITULATION OF EARNINGS.

Total rental under the lease.....\$ 24,060.00

RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads for account of business furnished them.....	\$	13,681.46	
Receipts from interest account.....	\$ 2,989.62	}	6,927.06
Receipts from donations in aid of construction.....	3,721.80		
Receipts from profit and loss items.....	215.64		
Total receipts for the year... ..		\$	44,668.52

EXPENSES.

Salaries of the general officers of the company.....	\$	637.50
General office expenses, including clerk hire, rent, fuel, lights, etc.....		282.76
Printing and stationery		20.47
Total		\$ 940.73

GENERAL RECAPITULATION.

Total receipts during the year	\$	44,668.52
Total expenses.....		940.73
Total receipts above expenses		\$ 43,727.79

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year	\$	32,270.00
Interest falling due during the year, but not paid.....		140.00
Total interest liability for the year		\$ 32,410.00
Receipts above expenses and interest.....		11,317.79
Amount paid during the year for permanent improvements, and charged to cost of road.....		40.66
Amount paid during the year for account of construction of branch road not yet completed		2,887.40
Balance for the year, or surplus		8,439.73
Surplus at the commencement of the year		39,971.84
*Total surplus		\$ 48,411.57

* See balance sheet.

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

DR.

Construction	\$ 1,044,480.79
Assets—	
Cash in hands of treasurer and in Nat. Park Bank for payment of coupons	\$ 19,954.71
In hands of assistant treasurer	280.68
Reserve bonds (of this company), cost	20,235.39
Purchased bonds (of this company)	17,643.16
Unmatured coupons (due July 1, 1879)	42,000.00
Due from Chicago & Northwestern Railway Company on rental account	35.00
Due from Cedar Rapids & Missouri River Railroad on drawback account	2,005.00
Due from Chicago, Iowa & Nebraska Railroad on drawback account	810.62
Bills receivable (notes for donations)	822.40
Advanced on account of branch road not yet completed	2,929.20
	2,837.40
Total	\$ 1,133,798.96

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

CR.

Capital stock	\$ 592,200.00
Funded debt—	
First mortgage bonds	463,000.00
Floating debt—	
Bills payable	35,000.00
Overdue coupons not presented, and coupons not returned from redeeming agent	140.00
Donations (represented by notes uncollected)	2,929.20
Balance to credit of income account	40,529.76
Total	\$ 1,133,798.96

DESCRIPTION OF ROAD.

Length of main line of road completed from Maple River Junction to Mapleton	60.15
---	-------

ADDITIONAL QUESTIONS.

LANDS—CONGRESSIONAL GRANT.

This company has no land grant.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Horace Williams, Cedar Rapids, Iowa.

Vice President—Fred. L. Ames, Boston, Mass.

Secretary—Henry V. Ferguson, Cedar Rapids, Iowa.

Treasurer—David P. Kimball, Boston, Mass.

Assistant Treasurer—J. Van Deventer, Cedar Rapids, Iowa.

Attorneys, General and Local—E. S. Bailey, Clinton, Iowa, I. N. Kidder,

Boone, Iowa, N. D. Parkhurst, Cedar Rapids, Iowa.

Register of Stock—David P. Kimball, Boston, Mass.

NAMES OF DIRECTORS, WITH RESIDENCE.

John B. Alley, Lynn, Mass.
 Fred. L. Ames, North Easton, Mass.
 John I. Blair, Blairstown, N. J.
 P. S. Crowell, East Dennis, Mass.
 Wm. J. Glidden, Boston, Mass.
 David P. Kimball, Boston Mass.
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, third Wednesday in May.

Fiscal year of the company, from March 31st to April 1st.

STATE OF MASSACHUSETTS, }
 COUNTY OF SUFFOLK. }

Horace Williams, President of the Maple River Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, HORACE WILLIAMS.

Subscribed and sworn to before me, this second day of September, A. D. 1879.

DAVID P. KIMBALL,
 [L. S.] *Commissioner for Iowa in the State of Massachusetts.*

Received and filed in the office of the Commissioners of Railroads, this ninth day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

IOWA MIDLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$10,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[\$100.00]
Number of stockholders at date of last election.....	8
Number of stockholders in Iowa at same date... ..	2
Amount of full-paid stock held in Iowa.....	[\$200.00]
Capital stock issued [number of shares 500] amount paid in..	50,000.00
Capital stock paid in on shares not issued.....	Nothing
Capital stock paid in, common.....	50,000.00
Capital stock paid in, preferred, and conditions of preferment.	None
Capital stock, total amount paid in as per books of the com- pany.....	50,000.00
Capital stock paid in per mile of road owned by company, [68.80 miles].....	726.75

DEBT.

Funded debt as follows:	
First mortgage bonds (due October 1, 1900, bear interest at 8 per cent, which is payable April 1, and October 1), amount.	\$1,350,000.00
Total amount of funded debt.....	1,350,000.00
Unfunded debt incurred in any other manner, and how.....	104,044.05
Total debt liabilities.....	\$1,454,044.05
Amount of debt liabilities per mile of road [68.80 miles].....	21,134.36

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 1,495,620.57
Average cost of construction per mile of road (not including sidings) [68.80 miles].....	21,738.67
Proportion of cost of construction for Iowa.....	1,495,620.57
Total for equipment.....	Owns no equipment.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT
DURING YEAR.

Main line, extension or alteration of road.....	}	\$	1,164.93
Branches, extension or alteration of road, specifying each..			
Double track extension.....	}		6,888.25
Land, right of way, etc.....			
Passenger and freight stations, wood-sheds and water sta- tions.....	}		200.54
Engine-houses, car-sheds, and turn tables.....			
Total.....			\$ 8,253.72
Net addition to property account for the year.....			\$ 8,253.72

State the policy pursued by your company in regard to permanent improve-
ment and repairs, such as replacing iron rails with steel, wooden bridges
and culverts with iron and stone, reducing grades and ballasting track.
Are the cost of these improvements charged to repairs or construction,
and the reasons therefor?
Ans. The excess of cost of the new structures over original cost of the old
structures is charged to construction.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	2,254.54	\$ 2,722.25
August, 1878.....		2,562.60	3,509.93
September, 1878.....		2,946.00	3,043.95
October, 1878.....		2,306.75	3,465.29
November, 1878.....		1,875.94	4,461.04
December, 1878.....		2,307.50	4,055.36
January, 1879.....		1,904.60	3,577.03
February, 1879.....		2,128.67	2,784.09
March, 1879.....		2,465.47	2,857.60
April, 1879.....		2,012.60	2,854.97
May, 1879.....		1,864.45	3,623.60
June, 1879.....		2,054.88	3,286.30
Totals	\$	26,684.00	\$ 40,191.41

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANE- OUS.
July,	1878.....	\$ 298.70	\$ 163.08	\$ 21.48
August,	1878.....	298.70	163.08	17.71
September,	1878.....	298.70	151.00	19.00
October,	1878.....	298.70	163.08	24.91
November,	1878.....	298.70	157.04	14.92
December,	1878.....	298.70	157.04	6.59
January,	1879.....	298.70	163.08	18.65
February,	1879.....	298.70	144.96	20.54
March,	1879.....	298.70	157.04	13.64
April,	1879.....	298.70	157.04	10.06
May,	1879.....	298.70	163.08	2,258.62
June,	1879.....	298.80	151.00	9.88
Totals.....		\$ 3,584.50	\$ 1,890.52	\$ 2,436.00

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 26,684.00
Receipts for express.....	1,890.52
Receipts for mails.....	3,584.50
<hr/>	
<i>Total receipts from passenger trains.....</i>	<i>\$ 32,159.02</i>
Receipts from passenger trains, per train mile run [43,194 miles].....	\$.74 45-100
<hr/>	
<i>Total receipts from freight trains.....</i>	<i>\$ 40,191.41</i>
Receipts from freight trains, per train mile run [44,511 miles]	\$.90 30-100
Receipts from miscellaneous sources.....	2,436.00
<hr/>	
Total earnings.....	\$ 74,786.43
Proportion for Iowa.....	[All.]
Earnings per mile of road operated [68.80 miles]....	[\$1,087.01]
Per train mile, for passengers, freight and mixed trains [87,705 miles].....	[.85 27-100]
Have you made any advance or reduction in freight since the enactment of chapter 77 of the laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. Have made some changes, as per copies of tariffs submitted to Railroad Commissioners.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties..	} \$ 18,147.76
Repairs of track—new ties, No. —, cost per tie \$—	
Repairs of bridges—labor and supplies.....	5,455.15
Repairs of fences—labor and supplies	1,253.78
Repairs of buildings—stations and water-tanks, etc.....	199.10
<hr/>	
Total	\$ 25,055.79

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	5,730.39
Repairs of cars		2,542.47
Repairs of machinery and tools.....		1,033.18
Total	\$	9,306.04

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	5,662.98
Oil, waste and lights		681.30
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks		24,135.09
Miscellaneous train and station supplies and expenses.....		229.02
Loss and damage of goods.....		153.46
Total	\$	30,861.85

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$	483.00
Taxes in Iowa.....		4,461.13
Advertising.....		234.54
Printing and stationery		413.59
All other expenses chargeable to this account		342.36
Total	\$	5,934.62

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>).....	\$	71,158.30
Proportion for Iowa.....	[All]	
Per mile of road operated	[\$1,034.28]	
Per train mile for passenger, freight and mixed trains [87,705 miles]	[.81 13-100]	
Percentage of expenses to earnings	[.95 15-100]	
Net earnings per train mile [87,705 miles].....	[.04 14-100]	

GENERAL RECAPITULATION.

Total earnings	\$	74,786.43
Total receipts during the year	[\$ 74,786.43]	
Total operating expenses		71,158.30
Net earnings—earnings above operating expenses		3,628.13
Total receipts above operating expenses	[\$3,628.13]	
Percentage of net earnings to stock and debt	[.0024]	
Percentage of net earnings to cost of road and equipment [0.0024]		

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	108,000.00
Receipts less than operating expenses and interest.....	104,371.87
Amount paid during the year for permanent improvements, and charged to cost of road.....	8,253.72
Deficit	104,371.87
Surplus at the commencement of the year.....	None
Total surplus	None

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Cost of road.....	\$ 1,495,620.57
Income account (loss).....	8,423.48
Total	\$ 1,504,044.05

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$ 50,000.00
Funded debt (bonds outstanding).....	1,350,000.00
Unfunded debt (due C. & N. W. R'y Co.).....	104,044.05
Total	\$ 1,504,044.05

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Lyons to Anamosa, October, 1871.	
Length of main line of road completed, from Lyons to Anamosa.	68.80
Total length of road belonging to this company	68.80
Aggregate length of sidings and other tracks not above enumerated	4.80
Same in Iowa.....	4.80
Aggregate length of tracks belonging to this company computed as single track.....	73.60
Same in Iowa.....	73.60
Gauge of track....	4 ft 8½ in.
Total length of tracks belonging to this company laid with iron rails [weight per yard 50 to 60 lbs.].....	All
Total miles of road operated by this company.....	68.80
Total miles of road operated by this company in Iowa	68.80

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE OVER 25 FEET LONG.

Wooden trestles and pile, number of, 114; aggregate length, feet.....	7,960
---	-------

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Davenport & Northwestern Railroad, at Delmar Junction, Clinton county.	
Sabula, Ackley & Dakota Railroad, at Delmar Junction, Clinton county.	
What railroads cross your road either over or under your grade in this State, and where?	
Davenport & Northwestern Railroad, at Center Junction, Jones county (over).	
Number of crossings of highways at grade in this State without protection (except cattle guards).....	92
Number of crossings of highways at grade in this State at which there are gates or flagmen	None
Number of crossings of highways over railroad.	1
Number of crossings of highways under railroad.....	4
Number of highway bridges 18 feet above track.....	1
Number of highway bridges less than 18 feet above track.....	None

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. Engineers are instructed to bring trains to a full stop before crossing the tracks of another company. These regulations are found to be entirely sufficient.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell, which regulations are found to be sufficient.

STATIONS.

Number of stations at which there are agents	15
Same in Iowa.....	15

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	81
Same in Iowa.....	81

FENCING.

How many miles of fencing have you on your road in Iowa?
Ans. All fenced.

TELEGRAPHS.

Miles of telegraph operated by company	Whole line
Miles of telegraph wholly owned by company	None
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated by company	10
Number of telegraph stations operated jointly by rail and telegraph companies	10

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	43,194
Miles run by freight trains	44,511
<hr/>	
Total mileage of passenger, freight and mixed trains	87,705
Miles run by construction and other trains	3,110
<hr/>	
Total train miles run	90,815
Miles run by rented cars. No rented cars.	
Number of through passengers.....	} 52,543
Number of local passengers.....	
<hr/>	
Total number of passengers carried.....	52,543
Total passenger mileage, or passengers carried one mile.....	918,977
Average amount received from each passenger.....	.50 78-100
Average distance traveled by each passenger.....	17.49 miles.
Total tons of freight carried.....	95,380
Total freight mileage, or tons carried one mile	1,629,960
Highest rate of fare per mile, for any distance.....	3 cents
Lowest rate of fare per mile, for any distance (single fare)...	2.12 cents
Average rate of fare per mile, received for <i>all</i> passengers....	2.90 cents
Average rate received per mile, per ton for all freight carried..	2.45 cents
Average number of cars in passenger trains, including baggage cars.....	4

Average number of cars in freight trains	20
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers	112 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	220 tons
Rate of speed of passenger and express trains, including stops	25 m'ls per h'r
Rate of speed of freight trains, including stops	12 m'ls per h'r

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; Lyons to Anamosa, rate per diem on limited tonnage, \$6.04; limit of pounds to be carried each day, at regular per diem rates, 1,000. The express company has no care of the machinery or repairs of cars, etc. It does a miscellaneous business, restricted to lighter articles properly belonging to express business. The express company delivers its freight into this company's cars.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load). Their freight has no preference over other freight of like class.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars?

Ans. Nothing.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road?

Ans. None.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$3,705 per annum; six times each way, each week.

ACCIDENTS TO PERSONS IN IOWA.

July 4, 1879.—P. Coggens, tramp, Monmouth; intoxicated—asleep on track; scalp wound.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Albert Keep, 56 Kinzie street, Chicago.
Vice-President—M. L. Sykes, 52 Wall street, New York.
Secretary—M. L. Sykes, 52 Wall street, New York.
Treasurer—M. L. Sykes, 52 Wall street, New York.
General Manager—Marvin Hughitt, 56 Kinzie street, Chicago.
General Superintendent—Marvin Hughitt, 56 Kinzie street, Chicago.
Assistant General Superintendent—C. C. Wheeler, 56 Kinzie street, Chicago.
Division Superintendent—J. S. Oliver, Clinton, Iowa.
Chief Engineer—E. H. Johnson, 56 Kinzie street, Chicago.
Superintendent of Telegraph—G. H. Thayer, 56 Kinzie street, Chicago.
Auditor—J. B. Redfield, 56 Kinzie street, Chicago.
General Passenger Agent—W. H. Stennett, 56 Kinzie street Chicago.
General Freight Agent—H. C. Wicker, 56 Kinzie street, Chicago.
Attorney, General and Local—B. C. Cook, 56 Kinzie street, Chicago.

NAMES OF DIRECTORS, WITH RESIDENCE.

Albert Keep, Chicago, Illinois.
M. L. Sykes, New York City, New York.
Marvin Hughitt, Chicago, Illinois.
H. H. Porter, Chicago, Illinois.
Isaac B. Howe, Clinton, Iowa.
E. S. Bailey, Clinton Iowa.
J. B. Redfield, Chicago, Illinois.

General offices at Chicago, Illinois.

Date of annual meeting of stockholders, first Wednesday in March.

Fiscal year of the company, May 31st.

STATE OF ILLINOIS, {
COUNTY OF COOK. }

Marvin Hughitt, General Manager, and J. B. Redfield, Assistant Secretary, of the Iowa Midland Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed)

[L. S. OF R. R.]

MARVIN HUGHITT,
J. B. REDFIELD.

Subscribed and sworn to before me, this 1st day of September, A. D. 1879.

[L. S.]

CHAS. E. SIMMONS,
Notary Public.

Received and filed at the office of the Commissioners of Railroads, this 3d day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 27,200,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[About par]
Number of stockholders at date of last election.....	[1576]
Number of stockholders in Iowa at same date.....	[7]
Amount of full-paid stock held in Iowa.....	[\$20,800.00]
Capital stock authorized by vote of company [number of shares, 250,000].	
Capital stock issued [number of shares, 209,800], amount paid in.....	20,980,000.00
Capital stock paid on shares not issued.....	[No. shares none]
Capital stock paid in, common.....	(See question 8)
Capital stock paid in, preferred, and conditions of preference.....	[None]
*Capital stock of the Iowa Southern & Mo. Northern R'y Co., held in trust.....	5,245,600.00
Capital stock, total amount paid in as per books of the company.....	20,980,000.00
Capital stock, total amount realized in cash... ..	[\$20,980,000.00]
Capital stock, total amount realized in property.....	[Nothing]
Capital stock paid in per mile of road owned by company.....	[674.34 miles] 31,111.90

ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc..	\$ 7,435,914.00
Estimated value of rolling stock.....	3,014,769.00
Estimated value of stations, buildings and fixtures	860,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	250,000.00
Estimated value of property per mile of road.....	[991 miles] 11,665.66

* NOTE.—This company operates the Iowa Southern & Mo. Northern R. R. under lease. Capital stock of that corporation, amounting to \$5,245,600.00 is held in trust for the stockholders of this company.

DEBT.

Funded debt as follows:

First mortgage bonds (due December 1, 1917, bear interest at six per cent, which is payable semi-annually), amount	10,000,000.00
†Chicago & Southwestern mortgage bonds (due December, 1899, bear interest at seven per cent, which is payable semi-annually), amount	5,000,000.00
Total amount of funded debt	15,000,000.00
Amount received from the same in cash, about	\$6,012,000.00
Amount received from the same in property	3,888,000.00
} Not including the C. & S. W. R'y bonds.	
Unfunded debt, incurred in any manner and how	[None]
Other debts, current credit balances, etc	543,321.53
Total debt liabilities	15,543,321.53
Amount of debt liabilities per mile of road	[1069 miles] 14,031.80

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, including estimated cost of Iowa Southern and Mo. Northern R. R.	42,784,225.77
Average cost of same per mile, 991 miles	43,071.87
Proportion of same for Iowa, 612 miles	26,359,984.44
(The officers of the C., R. I. & P. R. R. Co. have no data from which to determine accurately the cost of the Iowa Southern & Mo. Northern R'y. Cost estimated at \$8,230,696.06, or \$25,964.34 per mile.)	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road	\$ 38,420.02
Branches extension or alteration of road, specifying each—	
Audubon Branch	181,804.24
Harlan Branch	84,393.46
Double track extension, new side-tracks and switches	43,056.95
Land	87,386.74
Passenger and freight stations, wood-sheds and water stations, engine-houses, car-sheds and turn-tables	48,341.73
New equipments	417,808.12
Machine-shops, machinery and tools	2,026.58
New fences	3,261.29
Any other expenditures charged to property account, specifying same: Masonry and bridge abutments, extra cost of iron over wooden bridges, engineering and stone ballasting the track	60,051.96
Total	\$ 966,551.09
Property sold and credited property account during the year . .	Nothing
Net addition to property account for the year	966,551.09
State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?	
Ans. Steel rails wholly charged to repairs; reducing grades and ballasting track charged to construction account. In replacing wooden bridges by stone or iron structures, the excess in cost of such iron or stone structures over wooden has been charged to construction account.	

† Principal and interest guaranteed by this company.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878.....		\$ 143,575.74	\$ 466,079.48
August, 1878.....		156,742.79	672,858.44
September, 1878.....		186,708.33	629,351.05
October, 1878.....		183,770.74	713,937.34
November, 1878.....		143,869.09	645,222.26
December, 1878.....		130,627.31	521,850.37
January, 1879.....		114,781.74	485,604.31
February, 1879.....		138,940.49	490,419.48
March, 1879.....		170,020.95	559,354.43
April, 1879.....		151,897.79	559,008.34
May, 1879.....		148,756.45	570,017.26
June, 1879.....		164,676.24	527,225.04
Totals.....		\$ 1,834,367.66	\$ 6,840,929.80

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCEL- LANEOUS.
July, 1878.....		\$ 11,935.42	\$ 9,450.00	\$ 25,844.26
August, 1878.....		11,935.42	9,450.00	20,247.76
September, 1878.....		11,935.42	8,750.00	21,593.44
October, 1878.....		11,935.42	9,450.00	22,953.54
November, 1878.....		11,935.42	9,100.00	31,419.10
December, 1878.....		11,935.42	9,100.00	26,920.92
January, 1879.....		11,935.42	9,450.00	45,594.98
February, 1879.....		11,935.42	8,400.00	19,665.65
March, 1879.....		11,935.41	9,100.00	75,903.76
April, 1879.....		11,935.41	9,100.00	14,641.20
May, 1879.....		11,935.41	9,450.00	16,972.21
June, 1879.....		11,935.41	8,750.00	17,806.91
Totals.....		\$ 143,225.00	\$ 109,550.00	\$ 339,563.73

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 1,834,367.66
Receipts for express.....	109,550.00
Receipts for mails.....	143,225.00
Total receipts from passenger trains.....	\$ 2,087,142.66
Receipts from passenger trains, per train mile run [1,511,011 miles].....	\$1.38
Receipts from freight.....	6,840,927.80
Receipts from freight trains, per train mile run [5,518,661 miles].....	\$ 1.24
Receipts from miscellaneous sources	339,563.73
Total earnings.....	\$ 9,267,634.19

Proportion for Iowa.....	\$5,721,832.14
Earnings per mile of road operated, 1,069 miles...	8,669.44
Per train mile, for passenger, freight and mixed trains, 7,029,672 miles.....	1.32
Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?	
Ans. An advance of about ten per cent in rates was made February 10, 1879. Subsequently this tariff was reduced to approximate the rates made by legislation in 1874.	
Receipts other than earnings.....	None.
<hr/>	
Total receipts during the year.....	\$ 9,267,634.19

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties. }	\$ 829,665.29
Repairs of track—new ties, No.—, cost per tie \$——.... }	
Repairs of bridges—labor and supplies.....	195,061.78
Repairs of fences—labor and supplies.....	26,832.37
Repairs of buildings, stations and water tanks, etc.....	92,636.54
Repairs of telegraph	7,821.52
New rails—No. tons, steel, cost \$434,132.35, less credit for old rails, \$56,750.41.....	377,381.94
All other expenses chargeable to this account.....	79,771.15
<hr/>	
Total.....	\$ 1,609,170.59

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 257,394.60
Repairs of cars.....	396,067.21
Repairs of machinery and tools.....	15,908.01
<hr/>	
Total	\$ 669,369.82

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 507,988.49
Oil, waste and lights.....	62,322.45
Wages of employes—conductors, enginemen, brakemen, station- men (all grades), and clerks.....	1,435,183.38
Miscellaneous train and station supplies	65,000.52
Miscellaneous train and station expenses.....	
Water supply	
Loss and damage of goods.....	17,765.64
Injuries to persons.....	22,478.37
Damage for stock killed.....	17,708.18
Damages to property, including damages by fire	
Hire of cars.....	114,055.02
Legal expenses.....	42,217.57
All other expenses chargeable to this account	34,217.52
<hr/>	
Total	\$ 2,318,937.09

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	}	\$	44,800.00
General office expenses, including clerk hire, rent, fuel, lights, etc. (included in answers to 3 and 5, class 3).....			
Taxes in Iowa			117,022.75
Taxes in other States.....			130,964.31
Advertising, printing and stationery.....			43,146.93
All other expenses chargeable to this account			84,948.46
Total.....		\$	420,882.45

RECAPITULATION OF EXPENSES.

Total expense of operating the road, (embraced in classes 1, 2, 3 and 4).....	\$	5,018,359.95
Proportion for Iowa.....	[\$3,098,332.61]	
Per mile of road operated,.....	[4,694.44]	
Per train mile for passenger, freight and mixed trains [7,029,672 miles].....	[.71]	
Percentage of expenses to earnings,....	[.54 15-100 per cent.]	
Net earnings per train mile..... (7,588,665 miles)	[56 cents.]	

GENERAL RECAPITULATION.

Total earnings	\$	9,627,634.19
Total receipts during the year.....	[\$9,267,634.19]	
Total operating expenses.....		5,018,359.95
Net earnings—earnings above operating expenses		4,249,274.24
Total receipts above operating expenses.....	[\$ 4,249,274.24]	
Percentage of net earnings to stock and debt... [10.17]		
Percentage of net earnings to cost of road and equip- ment.....	[\$ 9.94]	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	939,830.00
Interest falling due during the year, but not paid,.....		None
Total interest liability for the year, say.....	\$939,830.00	
Receipts above operating expenses and interest....	3,309,444.24	
Amount paid during the year for permanent improvements, and charged to cost of road.....	\$	966,551.09
Amount paid during the year for permanent improvements, and charged to operating expenses.....		
Dividends declared, 8 per cent for the year, amount.....		1,993,066.00
Date of last dividend declared, May 1, 1879		
Balance for the year or surplus.....		349,807.15
Surplus at the commencement of the year.....		7,439,066.29
State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they?		
*Total surplus.....	\$	7,779,893.44

* \$3,591,529.71 of surplus has been absorbed in construction and improvement of road.
1,579,634.70 of surplus in cash, materials, and balances due from other roads.
1,096,289.84 of surplus in bonds and capital stock of connecting roads.
1,512,439.19 of surplus absorbed in the improvement of Iowa Southern and Missouri Northern
Railway Company, for which capital stock has been placed in trust for this com-
pany's stockholders.

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
MARCH 31, 1879.**

DR.

Cost of road and equipment, including Oskaloosa and South Chicago Branches.....	\$ 33,528,805.91
Cost of railroad bridge at Rock Island.....	758,526.10
Cost of Audubon branch, construction account.....	181,804.24
Cost of Harlan branch, construction account.....	84,393.46
Capital stock in connecting roads....	873,289.84
Six per cent mortgage bonds on hand.....	223,000.00
Loans payable on demand and cash in New York.....	1,147,144.90
Due from Post-office Department.....	24,889.01
Stock of material, fuel, etc., on hand.....	255,681.50
Cash and balances due from other roads in hands of local treasurer, Chicago.....	163,015.73
Total	\$ 37,240,550.69

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
MARCH 31, 1879.**

CR.

Capital stock fixed \$25,000,000.00; amount issued.....	\$20,979,900.00
Fractional script, convertible into stock.....	100.00
Six per cent mortgage coupon bonds	\$5,540,000.00
Six per cent mortgage registered bonds.....	4,425,000.00
Seven per cent sinking fund bonds (called in).....	12,000.00
Six per cent income bonds.....	5,000.00
	<hr/>
	9,982,000.00
Suspense account.....	6,741.44
Profit and loss, exchanging bonds.....	4,355.00
Profit balance of income account.....	6,267,454.25
	<hr/>
Total....	\$37,240,550.69

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Chicago to Council Bluffs, June, 1869.

From Washington to Knoxville, December, 1876.

From Audubon Junction to Audubon, December, 1878.

From Harlan Junction to Harlan, December, 1878.

Length of main line of road completed, from Chicago to Council Bluffs..... 500.45 miles

Length of main line of road completed, in Iowa..... 318.25 miles

Length of main line of road completed, in Illinois..... 182.20 miles

Length of double track on main line

66.75 miles

Branches owned by company, viz:

Oskaloosa Branch, length..... 128 miles

South Chicago Branch, length

7.51 miles

Audubon Branch, length..... 24.54 miles

Harlan Branch, length..... 11.84 miles

Fort Leavenworth Branch, length..... 2 miles

Total length of branches owned by company

173.89 miles

Total length of branches owned by company in Iowa.....

164.38 miles

Total length of branches owned by company in Illinois.....

7.51 miles

Total length of branches owned by company in Kansas.....

2 miles

Total length of road belonging to this company.....	674.34 miles
Total length of road belonging to this company in Iowa.....	482.63 miles
Aggregate length of sidings and other tracks not above enumerated.....	172.50 miles
Same in Iowa.....	91.65 miles
Aggregate length of tracks belonging to this company computed as single track.....	913.59 miles
Same in Iowa.....	577.28 miles
Gauge of track.....	4 feet, 8½ in
Total length of tracks belonging to this company laid with steel rails [weights per yard 60 pounds].....	612.50 miles
Same in Iowa	392 miles
Total length of tracks belonging to this company laid with iron rails [weights per yard, 58 lbs].....	301.09 miles
Same in Iowa.:	268.63 miles

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY, UNDER LEASE OR CONTRACT.

Name, description and length of each in miles:	
Peoria & Bureau Valley Railroad, length	46.72 miles
Iowa Southern & Missouri Northern Railroad, Washington, Iowa, to Missouri river, and from Des Moines to Indianola and Winterset, length	318.35 miles
Atchison Branch of C. & S. W. R'y, length	29.08 miles
Total length of above roads	394.15 miles
Total length of above roads in Iowa	178 miles
Total length of above roads in Illinois	46.72 miles
Total length of above roads in Missouri	169.43 miles
Total miles of road operated by this company	1,068.50 miles
Total miles of road operated by this company in Iowa	660.63 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE IN IOWA.

Wooden bridges, number of, 79; aggregate length, feet	10,674
Stone bridges, number of, 95; aggregate length, feet	1,330
Iron bridges, number of, 12; aggregate length, feet	4,295
Wooden trestles, number of 816; aggregate length, feet	85,164
Culverts, number of, unknown	

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Skunk river	Combination...	Wood and iron .	134 feet.	November, 1878 ..
Middle river.....	Combination...	Wood and iron .	85 feet.	November, 1878 ..
Camp creek	Combination...	Wood and iron .	85 feet.	November, 1878 ..
Mud creek	Truss	Iron	35 feet.	November, 1878 ..
Des Moines river (Eldon)	Truss	Iron	755 feet.	January, 1879 .

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Burlington, Cedar Rapids & Northern Railroad, at West Liberty and Columbus Junction.
Central Iowa Railway, at Grinnell.
Keokuk & Des Moines Railroad, near Oskaloosa and Eldon.
Des Moines & Ft. Dodge Railroad, at Valley Junction.
Chicago, Burlington & Quincy Railroad, at Council Bluffs and Fairfield.
St. Louis, Kansas City & Northern Railroad, at Belknap.
Missouri, Iowa & Nebraska Railroad, at Centerville.

What railroads cross your road either over or under your grade in this State, and where?

Central Iowa Railway, near Oskaloosa.
Davenport & Northwestern Railroad, at Davenport.

Number of crossings of highways at grade in this State without protection.....	520
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	10
Number of crossings of highways over railroad.....	21
Number of crossings of highways under railroad.....	29
Number of highway bridges 18 feet above track.....	22

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. All trains or engines are required to come to a full stop before crossing other railroads at grade.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Engineers are required to ring bell and sound whistle 80 rods before coming to a highway, and continue to ring bell until crossing is passed. Sufficient.

STATIONS.

Number of stations	183
Same in Iowa	102

EMPLOYEES.

Number of persons regularly employed on all roads operated by company, including officials	6,585
Same in Iowa	3,273

FENCING.

How many miles of fencing have you on your road in Iowa? Estimated	1,100
How many miles of fencing have you built during the year?.....	None.
What was the average cost per rod?.....	\$1 to \$1.25
The total cost of same?.....	
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
20 84-100 miles in Mahaska county.	32 72-100 miles in Audubon county.
24 86-100 miles in Marion county.	2 26-100 miles in Pottawattamie Co.
16 36-100 miles in Cass county.	21.42-100 miles in Shelby county.
Aggregate amount, 118 46-100 miles.	

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	197
Number of locomotives of more than 20 tons weight, exclusive of tender.....	47
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel and 12-wheel	99
Number of express and baggage cars and mail	33
Number of box freight cars	2,974
Number of stock cars.....	810
Number of platform cars and coal cars.....	1,249
Number of conductors' way cars.....	132
Other cars as follows: Wrecking and tool, 4; Hard, 270; Push, 230....	504

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used. 180 to 200 tons; 35 to 37 ton engine.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. 8 to 10 cars; weight of engine, 30 to 35 tons.
Number of locomotives equipped with train-brake 50
Number of passenger and baggage cars equipped with train-brake. 132
What kind of train-brake is in use on your road? Westinghouse air-brake.
Number of passenger cars with Miller platform and buffer.... 122
Number of passenger cars with any other platform and buffer..... 10

TELEGRAPHS.

Miles of telegraph on line operated by company..... 1,068
Miles of telegraph owned by company..... None.
Number of telegraph offices in company's stations..... }
Number of telegraph stations operated by company } 114
Number of telegraph stations operated jointly by rail and tele-
graph companies }

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year..... 1,511,011
Miles run by freight trains..... }
Miles run by mixed trains..... } 5,518,661

Total mileage of passenger, freight and mixed trains.. 7,029,672
Miles run by construction and other trains 558,993

Total train miles run..... 7,588,665
Miles run by rented cars 15,447,971
Number of through passengers.. }
Number of local passengers..... } 1,457,913

Total number of passengers carried 1,457,913
Total passenger mileage, or passengers carried one mile..... 62,468,866
Average amount received from each passenger..... \$1.26
Average distance traveled by each passenger 43 miles
Total tons of freight carried..... 2,289,281
Total freight mileage, or tons carried one mile 482,708,129
Highest rate of fare per mile, for any distance..... .03
Lowest rate of fare per mile, for any distance (single fare)02
Average rate of fare per mile, received for *all* passengers..... .02.936
Average rate received per mile, per ton for all freight carried.. .01.43-100
Average number of cars in passenger trains, including baggage cars..... 6
Average number of cars in freight trains.. 18
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.... 150
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons..... 210
Rate of speed of passenger and express trains, including stops—miles per hour..... 25
Rate of speed of freight trains, including stops—miles per hour 12

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	669,229	.29
Flour.....	25,447	.01
Provisions (beef, pork, lard, etc.)....	81,371	.04
Animals.....	263,126	.12
Lumber and forest products.....	382,763	.17
Coal and plaster.....	293,584	.12
Petroleum, railroad iron, iron and steel rails, pig and bloom iron, other iron and ores.....	128,628	.06
Stone and brick.....	109,279	.05
Manufactures—articles shipped from point of production..	25,299	.01
Merchandise and other articles, not enumerated above.....	310,555	.13
Total tons carried.....	2,289,281	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States express company; pays a sum equal to double first class rates on a specified weight daily. Cars furnished by railroad company, and hauled on passenger trains. Freight received and delivered into cars by express company.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. Cars of the Red, Blue, Empire, Union, and other lines are run on the road. Freight pays tariff rates, and company allow usual car mileage. No preference given in speed or order of transportation.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping and dining cars are owned and run by this company, for which we charge \$1.50 per night extra for each double berth in sleeping cars, and seventy-five cents each for full meals in dining cars.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$143,225.00, based on weight of mails and regulations imposed by Congress and United States Post-office Department.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from Congressional grant.....	550,193.51
State the number of acres yet to inure to your company from Congressional grants.....	Uncertain, but small
State the average price at which these lands are offered for sale by the company.....	About \$8.00
State the average price at which these land have been sold or contracted by the company.....	About 7.70
State the number of acres sold.....	272,233.38
State the amount received from sales, including bills receivable.....	\$2,100,371.00
State the amount received from outstanding contracts...	Included in above
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	\$ 6,595.93
State the gross amount received from sales, contracts, forfeited contracts, etc., including interest, up to June 30, 1879.....	1,622,412.58

STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.....	None.
State the number of acres yet to inure to your company from swamp land grants to the counties.....	None.

SUMMARY.

Total amount of lands received by company.....	550,193.51 acres
Total amount of lands sold by company.....	272,233.38 acres
Total amount of lands contracted by company.....	Included in above
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 1,662,412.58
State the value of donations of right of way and station grounds to your company.....	Estimated at 25,000.00
State the value of donations of other real estate to your company.....	Estimated at 15,000.00
State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, {in city or county bonds, money or otherwise.	
Ans.	
Received from subscription in aid of Audubon Branch.....	\$ 6,617.40
Received from taxes in aid of Harlan Branch.....	7,349.86
Total.....	\$ 13,967.26

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

.....

RECAPITULATION OF ACCIDENTS.

Killed.—Passengers—misconduct or want of caution.....	1—	1
Killed.—Employees—from causes beyond their control.....	8	
misconduct or want of caution.....	5—	13
Others—at stations and highway crossings.....	2	
stealing rides.....	2	
trespassing, on track, etc.....	2—	6
Total killed.....		20
Injured.—Passengers—from causes beyond their control.....	—	
Passengers—from misconduct or want of caution.....	3—	3
Employees—from causes beyond their control.....	28	
misconduct or want of caution.....	4—	32
Others—at stations and highway crossings.....	6	
stealing rides.....	—	
trespassing, on track, etc.....	7—	13
Total injured.....		48

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Hugh Riddle, Chicago, Illinois.

Vice-President—David Dows, New York.

Secretary and Treasurer—Francis H. Tows, New York.

Local Treasurer—W. G. Purdy, Chicago, Illinois.

General Superintendent—A. Kimball, Davenport, Iowa.

Assistant General Superintendent—A. Manvel, Chicago, Illinois.

Division Superintendents { H. F. Royce, Des Moines, Iowa.
 { G. F. Walker, Trenton, Missouri.

Freight Traffic Manager—J. T. Sanford, Chicago, Illinois.

Superintendent of Telegraph—A. R. Swift, Chicago, Illinois.

Auditor—C. F. Jilson, Chicago, Illinois.

General Freight and Passenger Agent—E. St. John, Chicago, Illinois.

General Freight Agent—W. M. Sage, Chicago, Illinois.

General Solicitor—T. F. Withrow, Chicago, Illinois.

NAMES OF DIRECTORS WITH RESIDENCE.

David Dows, New York.

Francis H. Tows, New York.

A. G. Dulman, New York.

Charles R. Marvin, New York.

Sidney Dillon, New York.

Jay Gould, New York.

R. P. Flower, New York.

Benjamin Brewster, New York.

W. L. Scott, Erie, Pennsylvania.

Hugh Riddle, Chicago, Illinois.

H. H. Porter, Chicago, Illinois.

R. R. Cable, Rock Island, Illinois.

Geo. G. Wright, Des Moines, Iowa.

General offices at Chicago.

Date of annual meeting of stockholders—first Wednesday in June, each year.

Fiscal year of the company closes March 31st.

STATE OF ILLINOIS, }
COUNTY OF COOK. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
[L. S. OF R.]

HUGH RIDDLE,
W. G. PURDY.

Subscribed and sworn to before me this 15th day of September, A. D. 1879.

[L. S.]

J. R. HAMMOND,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

KEOKUK & DES MOINES RAILWAY COMPANY

(CHICAGO, ROCK ISLAND & PACIFIC R. R. CO., LESSEES),

FOR THE 9 MONTHS ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 4,125,000.00
Par value of shares.....	[\$100.00]
Capital stock authorized by vote of company [number of shares, 41,250]	
Capital stock paid in, common.....	2,400,000.00
Capital stock paid in, preferred, and conditions of preferment.	1,524,600.00

DEBT.

Funded debt as follows:

*First mortgage bonds (due October 1, 1923, bear interest at 5 per cent, which is payable semi-annually, amount \$137,500) \$	2,750,000.00
Total amount of funded debt.....	\$ 2,750,000.00

REVENUE FOR THE 9 MONTHS, OCT. 1, 1878, TO JUNE 30, 1879.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSEN- GERS.	FREIGHT.
October, 1878....	\$ 15,273.52	\$ 32,465.16
November, 1878.....	12,224.02	34,535.28
December, 1878.....	11,003.52	33,541.91
January, 1879.....	10,277.52	28,836.79
February, 1879.....	11,298.28	29,881.14
March, 1879.....	13,464.46	30,417.13
April, 1879.....	11,942.06	29,720.35
May, 1879.....	10,759.38	32,387.50
June, 1879.....	12,502.99	28,815.56
Totals	\$ 108,745.75	\$ 280,600.82

* Present bond issued in exchange for bonds of earlier date. See first annual report of Iowa Commissioners.

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLA- NEOUS.
October, 1878.....	\$ 1,030.62	\$ 1,080.00	\$ 825.97
November, 1878.....	1,030.62	1,040.00	1,669.39
December, 1878.....	1,030.62	1,040.00	1,677.82
January, 1879.....	1,030.62	1,080.00	1,178.66
February, 1879.....	1,030.62	960.00	1,754.43
March, 1879.....	1,030.62	1,040.00	1,920.70
April, 1879.....	1,630.62	1,040.00	1,564.29
May, 1879.....	1,030.62	1,080.80	1,681.82
June, 1879.....	1,030.62	1,000.00	1,487.42
Totals	\$ 9,275.58	\$ 9,360.00	\$ 13,760.51

RECAPITULATION OF EARNINGS.

Receipts from local passengers	{	\$ 108,745.75
Receipts from through passengers.....		
Receipts for express.....		9,360.00
Receipts for mails.....		9,275.58
		<hr/>
Total receipts from passenger trains.....		\$ 127,381.33
Receipts from passenger trains per train mile run [156,081 miles].....		.00 81-100
Receipts from local freight.....	{	\$ 280,600.82
Receipts from through freight.....		
Receipts from freight trains per train mile run [198,595 miles].....		\$1.41
Receipts from miscellaneous sources		13,760.51
		<hr/>
Total earnings		\$ 421,742.66
Proportion for Iowa.....		[\$421,742.66]
Earnings per mile of road operated .. [162 2-10 miles]		[\$2,600.14]
Per train mile, for passenger, freight and mixed trains [354,646 miles].....		[\$1.19]
Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?		
Ans. Have not.		

EXPENSES OF OPERATING THE ROAD FOR NINE MONTHS.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (<i>charged to operating expenses</i>).	
Repairs of track—supplies (exclusive of new rails).....	\$ 65,499.37
Repairs of bridges—labor and supplies.....	8,940.44
Repairs of fences—labor and supplies.....	2,172.33
Repairs of buildings—stations and water-tanks, etc.....	8,891.87
Repairs of telegraph	601.37
Removing ice and snow	64,114.06
	<hr/>
Total	\$ 150,219.44

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 13,022.44
Repairs of cars.....	10,516.03
Repairs of machinery and tools.....	711.78
Total.....	\$ 24,250.25

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 27,916.49
Oil, waste and lights.....	2,687.62
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	79,180.43
Miscellaneous train and station supplies.	3,206.96
Miscellaneous train and station expenses.....	
Water supply	
Loss and damage of goods.....	193.02
Injuries to persons.....	40.25
Damages to property, including damages by fire.....	2,841.58
Hire of cars.....	2,487.15
Legal expenses.....	1,322.64
Total	\$ 119,876.14

CLASS 4—GENERAL EXPENSES.

General office expenses, including clerk hire, rent, fuel, lights, etc., included in insurance (Nos. 3 and 5, Class 3), and taxes in Iowa.....	6,599.37
Advertising, printing and stationery.....	2,394.15
All other expenses chargeable to this account	2,975.88
Total.....	\$ 11,969.40

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 306,315.23
Proportion for Iowa	[\$306,315.23]
Per mile of road operated	[1,888.50]
Per train mile for passenger, freight and mixed trains (354,646 miles)	[.00 86-100]
Percentage of expenses to earnings.....	[.72 63-100]
Net earnings per train mile (395,626 miles).....	[\$ 1.06]

GENERAL RECAPITULATION.

Total earnings	\$ 421,742.66
Total receipts during the nine months.....	[\$421,742.66]
Total operating expenses	306,315.23
Net earnings—earnings above operating expenses	115,427.43
Total receipts above operating expenses.....	[115,427.43]

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Dividends declared.....	None
\$68,750 interest was paid April 1, 1879, it being the semi-annual payment on \$2,750,000 five per cent bonds, guaranteed by C., R. I. & P. R. R. Co.	

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
From Keokuk to Des Moines, September, 1866.

Length of main line of road completed, from Keokuk to Des Moines	162 2-10 miles
Total length of road belonging to this company..	162 2-10 miles
Aggregate length of sidings and other tracks not above enumerated.....	15 36-100 miles
Same in Iowa.....	15 36-100 miles
Aggregate length of tracks belonging to this company computed as single track.....	177 56-100 miles
Same in Iowa.....	Same
Gauge of track	4 feet 8½ in.
Total length of tracks belonging to this company laid with steel rails [weights per yard 56 and 60 lbs.]	24 22-100 miles
Total length of road belonging to this company laid with iron rails [weight per yard 52 and 56 lbs.]	187 98-100 miles
Total miles of road operated by this company ...	162 2-10 miles
Total miles of road operated by this company, in Iowa.....	162 2-10 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 28; aggregate length, feet.....	1,936
Stone bridges, number	None
Iron bridges, number of, 2; aggregate length, feet	670
Wooden trestles, number of, 280; aggregate length, feet.....	14,836
Culverts, number of, 246; aggregate length, feet.....	8,319

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
4 4906-5280 miles	Pile bent.....	Pine timber...	16 feet...	March, 1879.
19 3370-5280 miles	Pile bent	Pine timber ..	10 feet	August, 1878.
41 1455-5280 miles	Pile bent.....	Pine timber....	10 feet	August, 1878.
49 126-5280 miles	Pile bent	Pine timber...	16 feet	August, 1878.
49 219-5280 miles	ent.....	Pine timber ..	10 feet....	August, 1878.
60 4301-5280 miles	truss	Pine timber ..	106 feet....	September, 1878.
66 3271-5280 miles	truss	Pine timber ..	96 feet....	October, 1878.
100 3711-5280 miles		Pine timber....	13 feet	October, 1878.
100 3711-5280 miles		Pine timber....	12 feet	October, 1878.
100 4000-5280 miles	bank ally.	Pine timber....	12 feet....	October, 1878.
100 4000-5280 miles		Pine timber....	18 feet	October, 1878.
100 4000-5280 miles		Pine timber....	16 feet	October, 1878.
102 3864-5280 miles	ent.....	Pine timber ..	16 feet....	July, 1878.
103 4576-5280 miles	ent	Pine timber....	15 feet....	July, 1878.
104 4464-5280 miles	ent	Pine timber ..	16 feet	July, 1878.
106 4040-5280 miles	ent	Pine timber ..	61 feet	March, 1879.
106 626-5280 miles	ent	Pine timber ..	104 feet	August, 1878.
106 3963-5280 miles	ent	Pine timber ..	36 feet....	July, 1878.
108 5074-5280 miles	ent	Pine timber ..	33 feet	July, 1878.
109 303-5280 miles	ent.....	Pine timber ..	59 feet....	July, 1878.
109 1878-5280 miles	ent	Pine timber ..	80 feet	July, 1878.
110 1626-5280 miles	ent	Pine timber....	44 feet....	July, 1878.
112 214-5280 miles	ent	Pine timber ..	50 feet....	February, 1879.
112 1467-5280 miles	ent.....	Pine timber ..	16 feet....	July, 1878.
112 3326-5280 miles	ent.....	Pine timber ..	16 feet....	July, 1878.
113 3680-5280 miles	ent.....	Pine timber ..	16 feet	July, 1878.
114 630-5280 miles	ent.....	Pine timber ..	16 feet	July, 1878.
114 1025-5280 miles	ent.....	Pine timber ..	16 feet	July, 1878.
116 3069-5280 miles	ent.....	Pine timber ..	34 feet	July, 1878.
120 2398-5280 miles	ent.....	Pine timber ..	37 feet	October, 1878.
120 3118-5280 miles	ent.....	Pine timber ..	39 feet	October, 1878.
146 4513-5280 miles	s bents	Pine timber....	211 feet	February, 1879.
147 4377-5280 miles	truss	Pine timber....	120 feet	September, 1878.
149 2993-5280 miles	s bents	Pine timber ..	113 feet	February, 1879.
150 638-5280 miles	truss	Pine timber ..	66 feet	February, 1879.
156 434-5280 miles	ent	Pine timber ..	59 feet	January, 1879.
156 4326-5280 miles	ent	Pine timber ..	75 feet	January, 1879.

These bridges
are on side-
tracks at
the Beacon
coal mines.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
 Burlington & Missouri Railroad, at Ottumwa.
 C., R. I. & P. R. R., at Eldon, Des Moines, and near Leighton.
 Burlington & Southwestern Railroad, at Farmington.

Number of crossings of highways at grade in this State at which
 there are gates or flagmen..... None

Number of crossings of highways over railroad..... None

Number of crossings of highways under railroad..... None

Number of highway bridges eighteen feet above track..... None

Number of highway bridges less than eighteen feet above track None

What regulations govern your employes in regard to the crossings of other
 railroads, and are they found to be sufficient?

Ans. All trains and engines are required to come to a full stop before cross-
 ing another railroad at grade.

What regulations govern your employes in regard to the crossings of public
 highways, and are these regulations found to be sufficient?

Ans. Engines are required to ring bell or sound whistle 80 rods before
 coming to a highway, and continue to ring bell until crossing is passed

STATIONS.

Number of stations.....	30
Same in Iowa.....	30

EMPLOYES.

Number of persons regularly employed on all roads operated by com- pany, including officials.....	638
Same in Iowa.....	638

FENCING.

How many miles of fencing have you on your road in Iowa?
 Ans. Estimated, 76 6-100 miles.

How many miles of fencing have you built during the year?
 Ans. 288-1000 miles.

Give the miles of fence needed on both sides of your track, in each county
 in Iowa through which your road runs, and the aggregate amount in
 miles:

29 miles in.....Lee county.	43 miles in.....Van Buren county.
19½ miles in.....Wapello county.	17¼ miles in.....Mahaska county.
17½ miles in.....Marion county.	26 miles in.....Jasper county.
20 miles in.....Polk county.	
Aggregate amount, 172¼ miles.†	

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	11
Number of locomotives of more than 20 tons weight, exclusive of tender.....	6
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—12 wheel.....	} 12
Number of passenger cars—8-wheel.....	
Number of express and baggage cars.....	5
Number of box freight cars.....	202
Number of stock cars.....	100
Number of platform cars.....	48
Number of coal cars.....	84
Number of conductors' way cars.....	10
Other cars as follows: Service, hand, tool and wrecking.....	73

Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 220 tons; weight of engine, 32 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? Weight of engine, 30 tons; 6.
Number of locomotives equipped with train-brake..... 6
Number of passenger cars equipped with train-brake..... 12
What kind of train-brake is in use on your road? Westinghouse.
Number of passenger cars with Miller platform and buffer... 12
Number of passenger cars with any other platform and buffer..... None

TELEGRAPHS.

Miles of telegraph on line operated by company..... 162 2-10
Miles of telegraph owned by company..... None
Number of telegraph offices in company's stations..... }
Number of telegraph stations operated by compony..... } 29
Number of telegraph stations operated jointly by rail and telegraph companies..... }

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year..... 156,051
Miles run by freight trains..... }
Miles run by mixed trains..... } 198,596
Total mileage of passenger, freight and mixed trains 354,646
Miles run by construction and other trains 40,980
Total train miles run..... 395,626
Miles run by rented cars..... 387,961
Number of through passengers..... }
Number of local passengers..... } 82,132
Total number of passengers carried 82,132
Total passenger mileage, or passengers carried one mile..... 3,103,416
Average amount received from each passenger..... \$1.33
Average distance traveled by each passenger..... 38 miles
Total tons of freight carried..... 94,064
Total freight mileage, or tons carried one mile..... 8,062,388
Highest rate of fare per mile, for any distance..... 3½ cents
Lowest rate of fare per mile, for any distance (single fare), 2 cents
Average rate of fare per mile, received for *all* passengers..... .03 504-1000
Average rate received per mile, per ton for all freight carried.. .02 87-100
Average number of cars in passenger trains, including baggage cars 31½
Average number of cars in freight trains..... 13
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers..... 90 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight..... 136 tons
Rate of speed of passenger and express trains, including stops. 20 miles
Rate of speed of freight trains, including stops..... 10 miles

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain	10,921	.12
Flour	643	.01
Provisions (beef, pork, lard, etc.)	7,889	.08
Animals	10,540	.11
Lumber and forest products	18,743	.20
Coal	13,996	.15
Petroleum, railroad iron—iron and steel rails, pig and bloom iron, other iron and castings, and ores	4,073	.04
Stone and brick	6,399	.07
Manufactures—articles shipped from point of production	759	.01
Merchandise and other articles, not enumerated above	20,101	.21
Total tons carried	94,064	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company. Terms, \$40.00 per day.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars are owned and run by the company, for which we charge \$1.50 per night extra for each double berth.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$12,373.58 per annum, based on weight of mails and regulations imposed by Congress and United States Post-office Department.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.

Ans. None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.

Ans. None.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

March 3, 1879. John G. Guilhier, brakeman, injured at Keokuk, coupling; three fingers crushed; accidental.
March 15, 1879. Arthur Cowell, brakeman, injured at Bonaparte, coupling; one finger amputated; accidental.

RECAPITULATION OF ACCIDENTS.

Injured—Employes—misconduct or want of caution.....	2—	2
Total injured.....		2

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Henry A. Barling, New York.
Secretary—A. Bridgeman, Keokuk.
Superintendent of the K. & D. M. Div. of the C., R. I. & P. R. R.—Frank K. Hain, Keokuk.
Division Freight Agent of the K. & D. M. Div. of the C., R. I. & P. R. R.—Jno. Given, Keokuk.

NAMES OF DIRECTORS, WITH RESIDENCE.

David Dows, New Nork.
Benjamin Brewster, New York.
Theo. Gilman, New York.
C. S. Johnson, New York.
F. H. Tows, New York.
Henry A. Barling, Englewood, New Jersey.
Hugh Riddle, Chicago, Illinois.
R. R. Cable, Rock Island, Illinois.
O. C. Hall, Keokuk, Iowa.
General offices of the C., R. I. & P. R. R. Co., operating the K. & D. M. R. R., at Chicago.
Date of annual meeting of stockholders, first Thursday in June.
Fiscal year of the company ends March 31st.
Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately). Unknown.

STATE OF ILLINOIS, }
COUNTY OF COOK. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer of the Chicago, Rock Island & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
[L. S. OF R. R.] HUGH RIDDLE,
W. G. PURDY.
Subscribed and sworn to before me, this sixth day of October, A. D. 1879.
[L. S.] J. R. HAMMOND,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this eighth day of October, 1879.
J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

DES MOINES & FT. DODGE RAILROAD CO.,

FOR THE YEAR ENDING, JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 4,000,000.00
Par value of shares.....	[\$100]
Average price received per share.....	[\$100]
Number of stockholders at date of last election.....	[9,524]
Number of stockholders in Iowa at same date.....	[Unknown]
Amount of full-paid stock held in Iowa.....	[Unknown]
Capital stock authorized by vote of company [number of shares, 40,000].	
Capital stock issued [number of shares, 18,431] amount paid in.	1,843,100.00

DEBT.

Funded debt, as follows:

First mortgage bonds (due 1905, bear interest at six per cent, which is payable January and July), amount.....	1,089,000.00
Income or other mortgage bonds (due January and July, bear interest at six per cent, which is payable if earned), amount.	1,089,000.00
Total amount of funded debt.....	\$ 2,178,000.00
Amount received from the same in property.....	[\$2,178,000.00]
Total debt liabilities.....	2,210,700.00
Amount of debt liabilities per mile of road.....	[88 miles] 25,121.00
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	4,597.79	\$ 11,348.33
August, 1878.....		4,659.39	16,420.39
September, 1878.....		5,283.52	15,387.24
October, 1878.....		5,175.81	14,682.07
November, 1878.....		3,834.34	10,369.77
December, 1878.....		3,982.88	10,898.39
January, 1879.....		3,267.19	8,765.81
February, 1879.....		3,468.78	8,160.71
March, 1879.....		4,607.45	12,156.83
April, 1879.....		3,958.06	11,619.94
May, 1879.....		4,074.95	13,019.66
June, 1879.....		3,848.22	13,581.31
Totals.....	\$	50,758.38	\$ 146,410.45

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$	353.93	\$ 324.00	\$ 12.00
August, 1878.....		318.51	324.00	11.00
September, 1878.....		336.24	300.00	21.00
October, 1878.....		336.24	324.00	51.00
November, 1878.....		336.28	312.00	.....
December, 1878.....		336.24	312.00	127.76
January, 1879.....		336.24	324.00	.....
February, 1879.....		336.24	288.00	.....
March, 1879.....		336.24	312.00	.....
April, 1879.....		336.24	312.00	.....
May, 1879.....		336.78	297.00	.....
June, 1879.....		336.24	275.00	.....
Totals.....	\$	4,035.42	\$ 3,704.00	\$ 222.76

RECAPITULATION OF EARNINGS.

Receipts from local passengers	}	\$	50,758.38
Receipts from through passengers.....			
Receipts for express.....			3,704.00
Receipts for mails.....			4,035.42
			<hr/>
Total receipts from passenger trains.....			\$ 58,497.80
Receipts from passenger trains, per train mile run [54,538 miles], \$1.07 2-100.			
Receipts from local freight.....	}	\$	146,410.45
Receipts from through freight.....			
			<hr/>
Total receipts from freight trains.....			\$ 146,410.45
Receipts from freight trains, per train mile run [76,750 miles], \$1.90 6-100.			
Receipts from miscellaneous sources.....			222.76
			<hr/>
Total earnings.....			\$ 205,130.59
Proportion for Iowa.....			[\$205,130.59]
Earnings per mile of road operated [87.2-100 miles]...			[\$2,352.41]
Per train mile, for passenger, freight and mixed trains [131,288 miles].....			[\$1.56]

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies, exclusive of new ties....	\$	24,857.31
Repairs of track—new ties, No. 24,475; cost per tie .43 4-100..		5,322.78
Repairs of bridges—labor and supplies.....		4,653.80
Repairs of fences—labor and supplies.....		81.65
Repairs of buildings, stations, water-tanks, etc.....		2,332.61
Repairs of telegraph.....		137.05
		<hr/>
Total.....	\$	37,385.20

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$	12,322.37
Repairs of cars, labor and supplies.....		7,779.35
Repairs of machinery and tools.....		2,228.70
		<hr/>
Total.....	\$	22,230.42

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	8,458.58
Oil, waste and lights.....		1,356.03
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks.....		29,289.97
Miscellaneous train and station supplies		614.42
Water supply.....		402.53
Loss and damage of goods.....		122.73
Injuries to persons.....		487.30
Damage for stock killed.....		721.51
Damages to property, including damages by fire.....		25.00
Legal expenses.....		473.20
All other expenses chargeable to this account.....		8,349.00
		<hr/>
Total.....	\$	50,300.27

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 8,000.00
General office expenses, including clerk hire, rent, fuel, lights, etc	1,875.62
Insurance.....	425.08
Taxes in Iowa.....	7,300.00
Advertising.....	146.33
Printing and stationery.....	981.66
All other expenses chargeable to this account.....	112.69
Total.....	\$ 18,841.38

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 128,857.27
Proportion for Iowa.....	[\$128,857.27]
Per mile of road operated (87 2-10 miles).....	[\$1,447.72]
Per train mile for passenger, freight and mixed trains..	[131,288 miles]
Percentage of expenses to earnings estimated by Commissioners.....	[.00 98-100]
	[.62]

GENERAL RECAPITULATION.

Total earnings.....	\$ 205,130.59
Total operating expenses.....	128,857.27
Net earnings—earnings above operating expenses ...	76,273.32
Percentage of net earnings to stock and debt (estimated by the Commissioners.....)	[.01 9-10]

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 65,340.00
Interest falling due during the year, but not paid	None.
Total interest liability for the year	65,340.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Des Moines to Callender, 1869.	
From Callender to Fort Dodge, 1870.	
Length of main line of road completed, from Des Moines to Fort Dodge	83.88
Total length of road belonging to this company.....	83 88-100
Aggregate length of sidings and other tracks not above enumerated.....	6.123
Same in Iowa	6.123
Aggregate length of tracks belonging to this company computed as single track.....	90.003
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails [weights per yard 60 lbs.]	2 5-100
Total length of tracks belonging to this company laid with iron rails, leased [weights per yard 50 lbs.]	87,503
Total miles operated by this company.....	83.88

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 4; aggregate length..... 320 feet
Wooden trestles, number of, 38; aggregate length..... 1,877 feet
Culverts, number of, 152; aggregate length..... 378 feet

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Walnut creek, Polk county	Howe Truss..	Wood	60 feet...	July, 1879.
Solden creek, Webster county.....	Howe Truss..	Wood	60 feet...	Oct., 1878.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality ?
Des Moines & Indianola Railroad, at Des Moines.
Chicago, Rock Island & Pacific Railroad, at Valley Junction.
Chicago & Northwestern Railroad, at Grand Junction.
Illinois Central Railroad, at Fort Dodge.

Number of crossings of highways at grade in this State without protection 66
Number of stations 14
Number of persons regularly employed on all roads operated by company, including officials..... 151

FENCING.

How many miles of fencing have you on your road in Iowa?.... 44
How many miles of fencing have you built during the year?..... None.
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
10.16 miles in.....Polk county
53.96 miles in.....Dallas county
6 miles in.....Boone county
46.80 miles in.....Greene county
50 miles in.....Webster county

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....
Number of locomotives of more than 20 tons weight, exclusive of tender 8
Number of locomotives of more than 10 tons weight, exclusive of tender..... 1
Number of passenger cars—12-wheel 1
Number of passenger cars—8-wheel 4
Number of express and baggage cars..... 2
Number of box freight cars 73
Number of stock cars 18
Number of platform cars..... 24
Number of coal cars..... 28
Nnmber of conductors' way cars..... 3
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used..... 26

TELEGRAPHS.

Miles of telegraph on line operated by company	88
Miles of telegraph owned by company	None
Number of telegraph offices in company's stations.....	16
Number of telegraph stations operated by company.....	16
Number of telegraph stations operated jointly by rail and telegraph companies.....	None

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	54,538	
Miles run by freight and mixed trains.....	76,750	
Total mileage of passenger, freight and mixed trains.....	131,288	
Miles run by construction and other trains.....	14,803	
Total train miles run	146,091	
Number of through passengers... ..	}	42,524
Number of local passengers		
Total number of passengers carried.. ..		42,524
Total passenger mileage, or passengers carried one mile... ..		1,296,646
Average amount received from each passenger		\$1.19
Average distance traveled by each passenger (miles).....		30.4
Number of tons of local freight carried.....		91,409
Total mileage of local freight.....		4,109,603
Total tons of freight carried.....		91,409
Total freight mileage, or tons carried one mile.....		4,109,603
Highest rate of fare per mile, for any distance.....		4 cents.
Lowest rate of fare per mile, for any distance (single fare)....		2 cents.
Average rate per mile received for local passengers.....		4 cents.
Average rate of fare per mile received for all passengers.....		3.91 cents.
Average rate received per mile, per ton for freight.....		3.40 cents.
Average number of cars in passenger trains, including baggage cars.....		2
Average number of cars in freight train, estimated.....		15
Rate of speed of passenger and express trains, including stops.	18 mil. per h.	
Rate of speed of freight trains, including stops.....	12 mil. per h.	

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	28,366	31.03
Flour.....	234	.26
Provisions (beef, pork, lard, etc.).....	35	.02
Animals.....	12,171	13.31
Other agricultural products.....	2,366	2.59
Lumber and forest products.....	3,340	3.65
Coal.....	35,244	38.56
Plaster.....	1,629	1.78
Salt.....	713	.78
Stone and brick.....	366	.40
Manufactures—articles shipped from point of production.	626	.69
Merchandise and other articles, not enumerated above....	6,319	6.91
Total tons carried.....	91,409	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; \$11.00 per day; limited to 2,000 pounds through freight per day at depot.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. None.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$3,934.82 per annum.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	35,545
State the average price at which these lands are offered for sale by the company.....	\$5.00
State the average price at which these lands have been sold or contracted by the company.....	9.00
State the number of acres sold during the year 1878.....	1,260 acres
State the amount received from sales during the year 1878. . .	\$12,587.00
State the amount received from outstanding contracts....	3,203.00
State the gross amount received from sales, contracts, forfeited contracts, etc., up to December 31, 1879.....	15,740.00

STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.....	None
State the number of acres yet to inure to your company from swamp lands granted to the counties.	None

SUMMARY.

State the value of donations of right of way and station grounds to your company.....	None
State the value of donations of other real estate to your company.....	None

OFFICERS OF THE COMPANY. WITH LOCATION OF OFFICES.

President—Chas. E. Whitehead, New York.
Vice-President—Chas. Dana, New York.
Secretary—Frank Saunders, New York.
Treasurer—Chas. E. Whitehead, New York.
Assistant Treasurer—Geo. W. Oglevie, Des Moines.
General Superintendent—Chas. N. Gilmore, Des Moines,
Chief Engineer—Jas. Carss.
Superintendent of Telegraph—J. T. Hoke.
Auditor—Geo. W. Oglevie.
General Passenger Agent—Geo. W. Oglevie.
General Freight Agent—Geo. W. Oglevie.
Attorneys, General and Local—Nourse, Kauffman & Co.

NAMES OF DIRECTORS WITH RESIDENCE.

Chas. E. Whitehead, New York, N. Y.
 George Bliss, New York, N. Y.
 Chas. Dana, New York, N. Y.
 David Stewart, New York, N. Y.
 John L. Ludlum, New York, N. Y.
 David E. Green, New York, N. Y.
 Wm. R. Sands, New York, N. Y.
 C. C. Nourse, Des Moines.
 Geo. B. Smythe, Keokuk.

General offices at Des Moines.
 Date of annual meeting of stockholders, June 5, 1879.
 Fiscal year of the company, January 1st.

STATE OF IOWA,)
 COUNTY OF POLK. }

I, C. N. Gilmore, Superintendent of the Des Moines & Ft. Dodge Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

Signed,

CHAS. N. GILMORE,

[L. S. OF R. R.]

Superintendent.

Subscribed and sworn to before me, this eighth day of September, A. D. 1879.

C. B. KAUFFMAN,

[L. S.]

Notary Public in and for Polk Co., Iowa.

Received and filed in the office of the Commissioners of Railroads, this eighth day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

FORT DODGE & FORT RIDGELEY

RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	2,000,000
Par value of shares.....	\$100.00	
Average price received per share.....	100.00	
Number of stockholders at date of last election.....	12	
Number of stockholders in Iowa at same date.....	12	
Amount of full-paid stock held in Iowa.....	7,800.00	
Capital stock issued (number of shares 78) amount paid in....		7,800.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc	70,000.00
Estimated value of rolling stock.....	9,000.00
Estimated value of stations, buildings, and fixtures.....	1,500.00
Estimated value of property per mile of road.....	6,000.00

DEBT.

Funded debt as follows:	
First mortgage bonds (due January 1, 1899, bear interest at seven per cent, which is payable in gold), amount issued... \$	69,000.00
Total amount of funded debt.....	69,000.00
Unfunded debt incurred for construction.....	17,000.00
Other debts—current credit balances, etc.....	None
<i>Total debt liabilities</i>	86,000.00
Amount of debt liabilities per mile of road (15 miles).....	6,000.00

COST OF ROAD AND EQUIPMENT.

Grading and masonry.....	12,194.85
Bridging.....	3,200.00
Superstructure, including rails.....	48,026.86
Land, land damages, and fences.....	780.00

Passenger and freight stations, wood and coal-sheds, and water stations.....	\$	1,636.72
Engine-houses, car-sheds, and turn-tables.....		900.00
Machine shops		6,186.88
Interest paid during construction, discount, etc.....		1,875.82
Engineering, agencies, salaries, and other expenses during construction		2,098.87

COST OF EQUIPMENT.

Locomotives	5,800.00
Passenger, mail, and baggage cars.	1,200.00
Freight and other cars.....	1,200.00
Machinery and tools.....	300.00

COST AND EQUIPMENT OF ROAD.

Total cost of road and equipment.....	86,000.00
Average cost of same per mile.....	6,000.00

REVENUE FOR THE YEAR.

Monthly Earnings.

(No record kept only since February 14, 1879.)

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use?
From Ft. Dodge to Humboldt county, Sept. 1, 1878, closed for rest to Nov. 16, 1878, and rested until Feb. 14, 1879.

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden trestles, four, 56 feet.

BRIDGES BUILT WITHIN THE YEAR.

None.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Ans. None.

What railroads cross your road either over or under your grade in this State, and where?
Ans. None.

Number of crossings of highways at grade in this State without protection?
Ans. Twelve.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Blow whistle within 80 rods and ring bell until crossing is passed.

Number of stations.....	1
Number of persons regularly employed on all roads operated by company, including officials.....	18

FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. None.

Give the miles of fence needed on both sides of your track in each county in Iowa through which your road runs, and the aggregate amount in miles?

12 miles in.....Webster county. 3 miles in.....Humboldt county.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	
Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of locomotives of more than 10 tons weight, exclusive of tender.....	
Number of passenger cars—12-wheel.....	
Number of passenger cars—8-wheel.....	1
Number of express and baggage cars.....	2
Number of box freight cars.....	1
Number of stock cars.....	6
Number of platform cars.....	6
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used?	
Ans. 20½ tons; 16 freight cars.	

TELEGRAPHS.

None.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do they take their freights at the depot, or at the office of such express company?

Ans. American; \$35 per month and first-class freight on articles weighing over 20 lbs; freight taken at their office.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. Unknown.

LANDS—CONGRESSIONAL GRANT.

None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Wahkonsa township voted a 5-per cent tax on June 21, 1877, amounting to \$36,000.00.

ACCIDENTS TO PERSONS IN IOWA.

None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—G. W. Bassett, Ft. Dodge.
Vice-President—L. Blanden, Ft. Dodge.
Secretary—G. T. Peterson, Ft. Dodge.
Treasurer—G. R. Pearsons, Ft. Dodge.
General Manager—W. M. Grant, Ft. Dodge.
General Superintendent—G. R. Pearsons, Ft. Dodge.
Chief Engineer—Leon Vincent, Ft. Dodge.

NAMES OF DIRECTORS WITH RESIDENCE.

L. Blanden, Ft. Dodge.
 G. W. Bassett, Ft. Dodge.
 I. Gorman, Ft. Dodge.
 W. M. Grant, Ft. Dodge.
 E. E. Prusin, Ft. Dodge.
 J. F. Duncombe, Ft. Dodge.
 A. McBane, Ft. Dodge.
 J. M. Mulroney, Ft. Dodge.
 G. B. Pearsons, Ft. Dodge.
 R. W. Johnson, Ft. Dodge.
 W. H. Brown, Tumhassem, Minn.

General office at Ft. Dodge.

Date of annual meeting of stockholders, second Tuesday in January.

Fiscal year of the company, January first.

STATE OF IOWA, }
 COUNTY OF WEBSTER. }

I, George R. Pearsons, Treasurer and Superintendent of Ft. Dodge & Ft. Ridgely Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

GEORGE R. PEARSONS.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 8th day of September, A. D. 1879.

Received and filed at the office of the Commissioners of Railroads, this 9th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

GRINNELL & MONTEZUMA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 150,000.00
Par value of shares	[\$100.00]
Number of stockholders at date of last election	[588]
Number of stockholders in Iowa at same date	[588]
Amount of full-paid stock held in Iowa	[\$150,000.00]
Capital stock authorized by vote of company [number of shares, 1,500]	

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, of rolling stock, of stations, buildings, and fixtures	\$ 29,975.00
Estimated value of property per mile of road [13 $\frac{5}{8}$ miles]	2,200.00

DEBT.

Funded debt, as follows:	
First mortgage bonds (due January 1, 1886, bear interest at 8 per cent, which is payable January and July), amount	\$ 100,000.00
Unfunded debt incurred for construction	155,000.00
Unfunded debt incurred in any other manner, and how, accrued interest unpaid	12,000.00

COST OF ROAD AND EQUIPMENT.

Total expended for construction	\$ 82,505.95
---------------------------------------	--------------

COST OF EQUIPMENT.

Locomotives	\$ 1,500.00
Passenger, mail, and baggage cars	1,400.00
Freight and other cars	225.00
Machinery and tools	200.00
<i>Total for equipment</i>	<i>\$ 3,325.00</i>

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$	85,830.97
Average cost of same per mile		6,302.00

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

	PASSEN- GERS.	FREIGHT.
July, 1878.....	\$ 308.35	\$ 1,344.67
August, 1878.....	375.25	1,352.02
September, 1878.....	303.48	1,446.31
October, 1878.....	298.91	1,010.00
November, 1878.....	328.91	1,436.18
December, 1878.....	419.55	1,832.41
January, 1879.....	272.72	965.83
February, 1879.....	453.70	527.26
March, 1879.....	402.43	1,081.76
April, 1879.....	346.43	1,867.63
May, 1879.....	272.63	1,554.52
June, 1879.....	412.45	1,020.24
Totals	\$ 4,266.81	\$ 15,439.83
Less rebates, etc.....		2,671.85
		\$ 12,767.98

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$	4,266.81
Receipts for express.....		240.00
Receipts for mails.....		298.05
Total receipts from passenger trains.....	\$	4,764.86
Receipts from local freight.....		12,767.98
Receipts from miscellaneous sources		2,415.01
Total earnings.....	\$	19,947.85

Have you made any advance or reduction in freight since the passage of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?
Ans. None.

Total receipts for the year.....	\$	22,619.70
----------------------------------	----	-----------

GENERAL RECAPITULATION.

Total earnings (carried in by Commissioners).....	19,947.26
Gross receipts during the year.....	[\$22,619.70]
Gross operating expenses.....	15,407.36
Net earnings—earning above operating expenses (corrected by the Commissioners).....	{ 7,222.34 4,449.90

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$ 7,125.00
Interest falling due during the year, but not paid.....	8,000.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Dr.

Road-bed 13 ⁵ / ₈ miles main line G. & M. R. R.....	\$ 82,505.97
Rolling stock, etc.....	3,325.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Cr.

Capital stock.....	\$ 155,000.00
First mortgage bonds.....	100,000.00
Past due coupons not paid.....	12,000.00

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Grinnell to Montezuma December 15, 1875.	
Length of main line completed from Junction to Montizuma, Grinnell & Montezuma R. R. and Central Iowa Railway..	13 ⁵ / ₈ miles
Aggregrate length of sidings and other tracks not above enumerated....	¹ / ₂ mile
Guage of track.....	Standard
Total length of tracks belonging to this company laid with iron rails [weight per yard 45 pounds].....	14 ¹ / ₈ miles
Total miles of road operated by this company, including 3 ¹ / ₂ miles of the Central Iowa Railway.....	17 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Culverts, number of....aggregate length, feet.....	10
--	----

CROSSINGS

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
Ans. Required to ring bell and whistle twice.

STATIONS.

Number of stations.....	2
Number of persons regularly employed on all roads operated by company, including officials.....	10

FENCING.

How many miles of fencing have you on your road in Iowa.....	6
How many miles of fencing have you built during the year	2
What was the average cost per rod.....	\$1.00

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel—combination.....	1
Number of coal cars.....	1

TELEGRAPHS.

Miles of telegraph on line operated by company.....	17
Miles of telegraph owned by company.....	
Number of telegraph offices in company's stations.....	1
Number of telegraph stations operated by company.....	1

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; take freight at the depot.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. A daily mail. We have been paid at the rate of about \$630.00 per annum.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise. None.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

July 4, 1878. Willie Kelsey, riding on the cars without authority or permission; injured at the depot in Grinnell; stepped down between the cars; leg badly lacerated and arm broken; his own fault.

Sept. 20, 1878. Frank Grinnell, brakeman; accident occurred on the transfer track to C., R. I. & P. R. R.; caught while coupling cars and instantly killed; his own fault, for he went on the wrong side of the cars to couple them.

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents? Ans. None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Snyder.*Vice-President*—G. W. Keirulff.*Secretary and Treasurer*—Henry Lawrence, Grinnell, Iowa.*General Superintendent*—J. B. Grinnell, Grinnell, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

M. Snyder, Grinnell, Iowa.

H. Lawrence, Grinnell, Iowa.

E. Clark, Iowa City.

J. B. Grinnell, Grinnell, Iowa.

G. W. Kierulff, Montezuma, Iowa.

Q. A. Gilmore, Grinnell, Iowa.

J. H. Merrill, Des Moines, Iowa.

General offices at Grinnell, Iowa.

Date of annual meeting of stockholders, first Wednesday in May.

STATE OF IOWA, }
COUNTY OF POWESHIEK. } ss.

We, M. Snyder, President, H. Lawrence, Secretary and Treasurer, of the Grinnell & Montezuma Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
[L. S. OF R. R.]

M. SNYDER,
President.
HENRY LAWRENCE,
Secretary.

Subscribed and sworn to before me, this 13th day of September, A. D. 1879.

[L. S.] CHAS. H. SPENCER,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT
OF THE
ILLINOIS CENTRAL RAILROAD COMPANY,

LESSEE OF THE
DUBUQUE & SIOUX CITY RAILROAD, IOWA FALLS & SIOUX CITY RAIL-
ROAD, CEDAR FALLS & MINNESOTA RAILROAD,
FOR THE YEAR ENDING JUNE 30, 1879.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 6,567.17	\$ 27,696.44	\$ 34,263.61
August, 1878.....	8,545.42	30,776.10	39,321.52
September, 1878.....	9,106.59	35,615.37	44,721.96
October, 1878.....	10,461.75	31,142.56	41,604.31
November, 1878.....	7,654.39	24,337.04	31,991.43
December, 1878.....	7,047.11	20,894.52	27,941.63
January, 1879.....	5,231.89	16,754.72	21,986.61
February, 1879.....	4,593.08	19,843.56	24,436.64
March, 1879.....	8,778.42	26,716.42	35,494.84
April, 1879.....	8,514.67	24,905.36	33,420.03
May, 1879.....	7,440.14	22,244.77	29,684.91
June, 1879.....	7,412.13	21,921.40	29,333.53
Totals	\$ 91,352.76	\$ 302,848.26	\$ 394,201.02

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 42,905.51	\$ 29,456.66	\$ 72,362.57
August, 1878.....	29,707.51	27,919.49	57,627.00
September, 1878.....	43,919.85	40,553.35	84,473.20
October, 1878.....	59,003.76	40,991.71	99,995.07
November, 1878.....	62,866.65	26,549.35	89,416.00
December, 1878.....	57,519.61	26,613.36	84,132.97
January, 1879.....	49,973.01	26,095.93	76,068.94
February, 1879.....	43,179.69	24,698.85	67,878.54
March, 1879.....	48,787.49	41,463.96	90,251.45
April, 1879.....	37,152.98	37,469.37	74,622.35
May, 1879.....	46,247.23	47,884.54	94,131.77
June, 1879.....	42,783.35	42,137.15	84,920.50
Totals	\$ 564,046.64	\$ 411,833.72	\$ 975,880.36

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878.....	\$ 2,497.75	\$ 1,882.50	\$ 1,355.75
August, 1878.....	2,727.99	1,822.50	1,563.11
September, 1878.....	2,727.97	1,687.50	1,476.15
October, 1878.....	2,727.98	1,822.50	1,939.47
November, 1878.....	2,727.97	1,755.00	1,864.80
December, 1878.....	2,727.97	1,755.00	1,769.60
January, 1879.....	2,727.99	1,822.50	1,695.00
February, 1879.....	2,727.99	1,620.00	1,690.40
March, 1879.....	2,727.97	1,755.00	1,771.80
April, 1879.....	2,727.99	1,755.00	1,726.75
May, 1879.....	2,727.98	1,822.50	1,761.00
June, 1879.....	2,727.97	1,687.50	1,737.51
Totals.....	\$ 32,505.52	\$ 21,127.50	\$ 20,351.34

RECAPITULATION OF EARNINGS.

Receipts from local passengers	\$	302,848.26
Receipts for through passengers		91,352.76
Receipts for express		21,127.50
Receipts for mails		32,505.52
<i>Total receipts from passenger trains</i>		<i>\$ 447,834.04</i>
Receipts from passenger trains, per train mile run [330,813 miles]	\$	1.35
Receipts for local freight		411,833.72
Receipts from through freight		564,046.64
<i>Total receipts from freight trains</i>		<i>\$ 975,880.36</i>
Receipts from freight trains, per train mile run [657,236 miles]	\$	1.48
Receipts from miscellaneous sources		20,351.34
<i>Total earnings</i>		<i>\$ 1,444,065.74</i>
Proportion for Iowa	[\$1,444,065.74]	
Earnings per mile of road operated [402.16 miles] ..	[\$3,590.77]	
Per train mile, for passengers, freight and mixed trains [988,049 miles]	[\$ 1.46]	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor, new ties and steel	\$	79,111.46
Repairs of track—supplies (exclusive of new rails), 52,060 ties ..		24,913.85
Repairs of bridges—labor and supplies		22,631.14
Repairs of fences—labor and supplies		15,085.04
Repairs of buildings—stations and water-tanks, etc		11,981.75
Repairs of telegraph		1,558.28
New rails, deducting old rails sold (221.07 tons steel, net)		38,139.59
All other expenditures chargeable to this account		51,744.88
<i>Total</i>		<i>\$ 245,145.99</i>

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives	\$	10,609.61
Repairs of freight locomotives		27,141.28
Repairs of passenger, baggage, mail and express cars		19,599.11
Repairs of freight cars		33,604.57
Repairs of machinery and tools		1,587.23
All other expenditures chargeable to this account		19,335.13
<i>Total</i> ..		<i>\$ 111,876.93</i>

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	77,955.70
Oil, waste and lights		4,306.13
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks		166,263.49
Miscellaneous train and station supplies		29,479.28
Water supply		4,464.74
Telegraph operation		11,648.11
Loss and damage of goods		701.05
Injuries to persons		4,663.57
Damage for stock killed		5,501.00
Damages to property, including damages by fire		805.10
Legal expenses		18,488.05
All other expenses chargeable to this account		5,525.53
Total	\$	329,801.75

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$	21,164.01
General office expenses, including clerk hire, rent, fuel, lights, etc.		58,316.39
Insurance		5,021.58
Taxes in Iowa		61,756.78
Advertising		1,389.99
All other expenses chargeable to this account		906.12
Total	\$	148,554.87
Rental of leased lines		590,474.27
Total	\$	739,029.14

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4)	\$1,425,853.81
Proportion for Iowa	[\$1,425,853.81]
Per mile of road operated	[\$3,545.49]
Per train mile for passenger, freight and mixed trains	[. \$1.44]
Percentage of expenses to earnings	[.98 7-100]
Net earnings per train mile [988,049 miles]	[.01843]

GENERAL RECAPITULATION.

Total earnings	\$	1,444,065.74
Total operating expenses, taxes, etc.		1,425,853.81
*Net earnings—earnings above operating expenses	\$	18,211.93

*NOTE.—In addition to the above, we loan to the Iowa leased lines 38 engines, 12 passenger cars, 3 sleeping cars, 11 express and baggage cars, 714 freight and other cars, the annual charge being \$38,139.48.

DESCRIPTION OF ROAD.

Total length of road belonging to this company.....	32.26
Same in Iowa.....	32.26
Aggregate length of tracks belonging to this company computed as single track.....	434.42
Same in Iowa....	434.42
Guage of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails [weights per yard, 60 lbs.].....	52.14
Total length of tracks belonging to this company laid with iron rails [weights per yard, 60, 56, 45 and 42 lbs.].....	382.28

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

Name and description of each:	
Dubuque & Sioux City R. R., length.....	142.89
Iowa Falls & Sioux City R. R., length.....	183.69
Cedar Falls & Minnesota R. R., length.....	75.58
<hr/>	
Total length of above roads.....	402.16
Total length of above roads in Iowa.....	402.16
Total miles of road operated by this company.....	402.16
Total miles of road operated by this company in Iowa.....	402.16

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges.....	Number of, 27....	Aggregate length, feet.	4,866
Iron bridges.....	Number of, 1....	Aggregate length, feet.	110
Wooden trestles.....	Number of, 617....	Aggregate length, feet.	51,677
Culverts.....	Number of, 183....	Aggregate length, feet.	9,689

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATE- RIAL.	LENGTH.	WHEN BUILT.
D. & S. C. R. R.	Piling	Wood ..	192 feet.	Last half of 1878.
I. F. & S. C. R. R.	Howe Truss...	Wood ..	260 feet.	First half of 1879.
				February, 1879.
C. F. & M. R. R.	Piling & Trestle	Wood ..	1702 feet.	Last half of 1878.
				First half of 1879.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Burlington, Cedar Rapids & Northern Railroad, at west of Independence Station.	
Burlington, Cedar Rapids & Northern Railroad, at west of Cedar Falls.	
Central Iowa Railway, at west of Ackley.	
Dubuque & Dakota Railroad, at north of Waverly.	
Chicago, Milwaukee & St. Paul Railroad, at south of Charles City.	
What railroads cross your road either over or under your grade in this State, and where?	
Davenport & Northwestern Railroad, at west of Delaware Station.	
Number of crossings of highways at grade in this State without protection.....	394
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	4

Number of crossings of highways over railroad..... 3
Number of crossings of highways under railroad..... 8
Number of highway bridges 18 feet above track..... 3
Number of highway bridges less than 18 feet above track None
What regulations govern your employes in regard to the crossings of other
railroads, and are they found to be sufficient?
Ans. Trains must come to a full stop before crossing, and train-men know
that the way is clear for the passage of trains.
What regulations govern your employes in regard to the crossings of public
highways, and are these regulations found to be sufficient?
Ans. Blow the whistle and ring the bell.

STATIONS.

Number of stations in Iowa..... 59

EMPLOYES.

Number of persons regularly employed on all roads operated by com-
pany, including officials in Iowa..... 841

FENCING.

How many miles of fencing have you on your road in Iowa?
Ans. 267.65 miles.
How many miles of fencing have you built during the year?
Ans. 59.65 miles.
The total cost of same.
Ans. \$16,727.40.

ROLLING STOCK.

*Number of locomotives of more than 20 tons weight, exclusive of
tender..... 16
Number of passenger cars, 12 wheel..... }
Number of passenger cars, 8 wheel..... } 9
Number of express and baggage cars..... 5
Number of freight, stock, platform, coal, and conductors' way cars.... 206
Average amount of tonage that can be carried over your road with an en-
gine of the weight and power you use for freight trains—give the weight
of engines generally used.
Ans. 117 tons average hauling, 30 tons weight of engine.
Average number of passenger and express cars that can be hauled on your
regular trains by an engine of given power and weight—give the weight
of engine generally used.
Ans. Six cars; 26 tons weight of engine.
Number of locomotives equipped with train-brake 4
Number of passenger cars equipped with train-brake..... 14
What kind of train-brake is used on your road?
Ans. Westinghouse air-brake.

TELEGRAPHS.

Miles of telegraph operated by company 402.16
Miles of telegraph owned by company
Number of telegraph offices in company's stations..... 47
Number of telegraph stations operated by company 47
Number of telegraph stations operated jointly by rail and tele-
graph companies 40

* We loan, in addition to above, as per note on page 301.

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	380,813
Miles run by freight trains	657,236
<hr/>	
Total mileage of passenger, freight and mixed trains	988,049
Miles run by construc- } Construction	15,244 }
tion and other trains } Switching at stations	169,334 }
<hr/>	
Total train miles run	1,172,627
Miles run by rented cars	1,528,221
Number of through passengers.....	25,885
Number of local passengers.....	212,413
<hr/>	
Total number of passengers carried.....	238,298
Total passenger mileage, or passengers carried one mile.....	13,096,379
Average amount received from each passenger.....	\$1.65
Average distance traveled by each passenger.....	54.96 miles
Number of tons of through freight carried	215,616
Number of tons of local freight carried....	179,379
<hr/>	
Total tons of freight carried....	394,995
Total freight mileage, or tons carried one mile	55,401,660
Highest rate of fare per mile, for any distance.....	3.50 cents
Lowest rate of fare per mile, for any distance (single fare)...	1.46 cents
Average rate of fare per mile received for through passengers.	2.65 cents
Average rate of fare per mile received for local passengers ...	3.50 cents
Average rate of fare per mile received for <i>all</i> passengers	3.01 cents
Average rate received per mile, per ton for all freight carried..	01.76 cents
Average number of cars in passenger trains, including baggage cars.....	4.50
Average number of cars in freight trains....	12.54
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	125 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	180 tons
Rate of speed of passenger and express trains, including stops	22 m'ls per h'r
Rate of speed of freight trains, including stops..	11 m'ls per h'r

TONNAGE OF ARTICLES TRANSPORTED.

Grain.....	94,432
Flour	10,635
Provisions (beef, pork, lard, etc.).....	4,744
Animals	68,162
Other agricultural products	4,171
Lumber and forest products.....	52,729
Coal	59,532
Plaster.....	Not kept
Salt	5,480
Petroleum—oil of all kinds.....	3,431
Railroad iron—iron and steel rails.....	Not kept
Pig and bloom iron	115
Other iron castings	Not kept
Ores	10
Manufactures—articles shipped from all points.	4,386
Merchandise and other articles, not enumerated above.....	87,168
<hr/>	
Total tons carried.....	394,995

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company. Compensation, about \$21,000 per annum. We furnish and own the cars, and keep them in repair. The usual express business is done by them. They take their freight from and deliver it at our depot.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular?

Ans. Freight and transportation companies having business at any point on this road are allowed to run upon it, by paying the regular rates for such service. We give them no preference of speed or order of transportation.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars running on these leased lines are owned by this company. We charge from one to two and one-half dollars per berth, according to distance. No dining cars are used.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Dubuque to Sioux City.....	\$29,440.80 per annum
Cedar Falls Junction to Mona.....	5,840.00 per annum

Total.....	\$35,280.80 per annum
------------	-----------------------

The usual form of contract.

ACCIDENTS TO PERSONS IN IOWA.

**STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT
AND CAUSE THEREOF.**

RECAPITULATION OF ACCIDENTS.

	CAUSES BEYOND THEIR CONTROL.		THEIR MISCONDUCT OR WANT OF CAUTION.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	.....	1
Employees	2	.....	11	.....	13
Others	2	2	2	2
Total.....	2	2	14	2	16

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Division Superintendent—D. W. Parker, Dubuque.
Attorneys, General and Local—Griffith & Knight, Dubuque; J. F. Duncombe, Ft. Dodge.

STATE OF ILLINOIS, }
COUNTY OF COOK. }

W. K. Ackerman, president, and J. C. Welling, auditor, of the Illinois Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

[L. S. OF R. R.]

(Signed)W. K. AKERMAN,
J. C. WELLING.

Subscribed and sworn to before me, this 27th day of August, 1879.

[L. s.]JOHN DUNN,
Notary Public, Chicago.

Received and filed in the office of the Commissioners of Railroads, this 29th day of August, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

IOWA FALLS & SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[100.00]
Number of stockholders at date of last election.....	[220]
Number of stockholders in Iowa at same date.....	[13]
Amount of full-paid stock held in Iowa.....	[\$170,500.00]
Capital stock authorized by vote of company [number of shares, no vote on the question].....	
Capital stock issued [number of shares, 46,250] amount paid in.	4,625,000.00
Capital stock paid in on shares not issued... [No. shares none]	
Capital stock paid in, common	4,625,000.00
Capital stock paid in, preferred, and conditions of preferment.	None
Capital stock now outstanding.....	4,623,500.00
Capital stock, total amount paid in as per books of the com- pany.....	4,625,000.00
Capital stock, total amount realized in cash.....	
Capital stock, total amount realized in property.. [\$4,625,000.00]	
Capital stock paid in per mile of road owned by com- pany..... [183.69 miles]	25,178.29

DEBT.

Funded debt, as follows:	
First mortgage bonds (due October 1, 1917, bear interest at 7 per cent, which is payable April 1 and October 1) amount..	\$ 2,947,500.00
Total amount of funded debt.....	\$ 2,947,500.00
Amount received from the same in property [\$2,947,500.00]	
Other debts, current credit balances, etc.....	104,404.56
Total debt liabilities.....	\$ 3,051,904.56
Amount of debt liabilities per mile of road... [183.69 miles]	16,614.43
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments	2,879,859.02

COST OF ROAD AND EQUIPMENT.

Total expended for construction\$ 7,585,000.00

REVENUE FOR THE YEAR.

RECAPITULATION OF EARNINGS.

Total rental under the lease..... \$ 212,565.15

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	3,289.16
General office expenses, including clerk hire, rent, fuel, lights, etc.		1,622.30
Total	\$	4,911.46

GENERAL RECAPITULATION.

Total rental under the lease.....	\$	212,565.15
Total receipts during the year from land department.....		81,500.00
Total receipts during the year from interest account.....		1,875.07
Total	\$	295,940.22
Total expenses and salaries.....		4,911.46
Total receipts above expenses and salaries	\$	291,028.76

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$	102,340.00
Interest falling due during the year, but not paid.....		103,985.00
Total interest liability for the year	\$	206,325.00
Receipts above expenses, salaries and interest		84,703.76
Dividends declared, 3 per cent for the year, amount.....		138,705.00
Date of last dividend declared, June 2, 1879		
Balance for the year, or surplus		54,001.24
Surplus at the commencement of the year		95,557.15
*Total surplus	\$	41,555.91

* State in what does the surplus consist—if moneys, where are they deposited; if securities, what are they? See balance sheet.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Dr.

Construction	\$ 7,585,000.00
Assets—	
Cash in hands of treasurer and in National Park Bank, New York, for payment of coupons.....	\$130,019.11
Cash in hands of assistant treasurer.....	62.71
	<hr/>
	130,081.82
Bills receivable.....	5,000.00
Missouri Valley Land Company stock.....	8,800.00
Due from Illinois Central Railroad Company.....	17,089.73
Due from Sioux City & Pacific Railroad Company.....	11,073.99
	<hr/>
Total	\$ 7,757,045.54

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Cr.

Capital stock.....	\$ 4,623,500.00
Funded debt—	
First mortgage bonds	2,947,500.00
Floating debt—	
Overdue coupons not presented, and coupons not returned from redeeming agent	104,404.56
Sioux City Railroad Contracting Company construction account (assets received from said company, less amount charged it for right of way expenses).....	40,085.07
Balance to credit of income account	41,555.91
	<hr/>
Total.....	\$ 7,757,045.54

DESCRIPTION OF ROAD.

Length of main line of road completed, from Iowa Falls to Sioux City	183.69 miles
--	--------------

ADDITIONAL QUESTIONS.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	683,076.55
State the number of acres yet to inure to your company from Congressional grants.....	Not known
State the average price per acre at which these lands are offered for sale by the company	About \$6
State the average price per acre at which these lands have been sold or contracted by the company	6.84
State the number of acres sold.....	299,966.14
State the amount received from sales.....	\$ 697,086.07
State the amount received from outstanding contracts.....	728,179.57
State the amount received from forfeited contracts (including interest on deferred payments). Included in 12, 13 and 15	
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	1,606,649.61

STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.
Ans. None.
State the number of acres yet to inure to your company from swamp lands granted to the counties.
Ans. None.

SUMMARY.

Total amount of lands received by company, acres.....	683,076.55
Total amount of lands sold by company, acres.....	} 299,966.14
Total amount of lands contracted by company, acres.....	
Cash payments from sales, contracts, forfeited contracts, including interest on deferred payments received by the company.....	\$ 1,606,649.61
Taxes paid on land grant.....	498,298.69
Other expenses for the care, sale and management of the lands.....	182,052.48
Total.....	\$ 680,351.17

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Horace Williams, Cedar Rapids, Iowa.
Vice-President—J. Van Deventer, Cedar Rapids, Iowa.
Secretary—P. E. Hall, Cedar Rapids, Iowa.
Treasurer—David P. Kimball, Boston, Mass.
Assistant Treasurer—J. Van Deventer, Cedar Rapids, Iowa.
Land Commissioner—J. Van Deventer, Cedar Rapids, Iowa.
Auditor—George T. Crandell, Cedar Rapids, Iowa.
Auditor of Land Department—P. E. Hall, Cedar Rapids, Iowa.
Attorneys, General and Local—E. S. Bailey, Clinton, Iowa; I. N. Kidder, Boone, Iowa; Joy & Wright, Sioux City, Iowa.
Register of Lands—Chas. H. Clark, Cedar Rapids, Iowa.
Register of Stock—David P. Kimball, Boston, Massachusetts.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.
Oliver Ames, North Easton, Massachusetts.
John I. Blair, Blairstown, New Jersey.
D. C. Blair, Belvideer, New Jersey.
Prince S. Crowell, East Dennis, Massachusetts.
J. Van Deventer, Clinton, Iowa.
Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.
Date of annual meeting of stockholders, third Wednesday in May.
Fiscal year of the company, March 31 to April 1.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. }

Horace Williams, President of the Iowa Falls & Sioux City Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

Signed,

HORACE WILLIAMS.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 2d day of September, A. D. 1879.

DAVID P. KIMBALL,

[L. S.]

Commissioner for Iowa, in the State of Massachusetts.

Received and filed in the office of the Commissioners of Railroads, this 9th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

• OF THE

IOWA RAILWAY COAL & MANUFACTURING CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	500,000.00
Par value of shares.....	[\$100.00]	
Average price received per share.....	[\$ 50.00]	
Number of stockholders at date of last election.....	4	
Number of stockholders in Iowa at same date... ..	4	
Amount of full-paid stock held in Iowa.....	[\$60,000]	
Capital stock authorized by vote of company [number of shares, 600].		
Capital stock issued, [number of shares 600] amount paid in..		30,000.00
Capital stock paid in on shares not issued [number of shares, None].		
Capital stock, total amount paid in as per books of the company.....		30,000.00
Capital stock, total amount realized in cash	[\$24,000]	
Capital stock, total amount realized in property.....	[\$6,000]	
Capital stock paid in per mile of road owned by company, [3¼ miles]		9,230.76

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	\$	20,000.00
Estimated value of rolling stock.....		3,300.00
Estimated value of stations, buildings and fixtures		2,200.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....		500.00
Estimated value of property per mile of road.....[3¼ miles]		

DEBT.

Funded debt of the company. None.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF FREIGHT.

	THROUGH.
July, 1878.....	\$ 149.25
August, 1878.....	167.48
September, 1878.....	704.97
October, 1878.....	953.35
November, 1878....	944.05
December, 1878....	1,148.25
January, 1879.....	1,634.94
February, 1879.....	997.30
March, 1879.....	823.91
April, 1879.....	532.40
May, 1879.....	334.88
June, 1879	582.89
Totals.....	\$ 8,973.67

RECAPITULATION OF EARNINGS.

Total earnings	\$ 8,973.67
Earnings per mile of road operated [3¼ miles].....	2,761.13

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?
Ans. About fifty per cent.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties...\$	760.30
Repairs of track—new ties, No. 20, cost per tie \$0.20.....	4.00
Road crossings, signs, etc.....	40.00
Total.....	\$ 804.30

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of machinery and tools—labor	\$ 263.80
All other expenditures chargeable to this account.....	129.69
Total	\$ 393.49

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 449.30
Oil, waste and lights	2.35
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks	1,565.74
Total	\$ 2,026.53

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	2,420.00
Taxes in Iowa		409.06
Printing and stationery		43,146.93
All other expenses chargeable to this account		32.00
Total.....	\$	2,863.41

GENERAL RECAPITULATION.

Total earnings	\$	8,073.67
Total operating expenses.....		6,087.73
Net earnings—earnings above operating expenses		2,885.94
Total receipts above operating expenses		[\$2,885.94]

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:		
From Boonsboro to Boone, October 26, 1874.		
From Boonsboro to coal banks, October 26, 1874.		
Length of main line of road completed, from Boone to coal banks.....		3¼ miles
Aggregate length of sidings and other aracks not above enumerated		4,000 feet
Gauge of track.....		4 ft. 8½ in.
Total length of tracks belonging to this company laid with iron rails.....		[weight per yard, 45 lbs.]

FENCING.

How many miles of fencing have you on your road in Iowa?	1 mile
How many miles of fencing have you built during the year?.....	None

ROLLING STOCK.

Number of locomotives of more than 20 tons weight.....	1
Number of conductors' way cars.....	1

MILEAGE, TRAFFIC, ETC.

Number of tons of through freight carried [all coal].....	31,476
Total freight mileage, or freight carried one mile.....	125,904
Average number of cars in freight trains.....	3

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Charles A. Sherman, Boonsboro, Iowa.
Vice-President—Delos Arnold, Marshalltown, Iowa.
Secretary—Delos Arnold, Marshalltown, Iowa.
Treasurer—T. N. Canfield, Boonsboro, Iowa.
General Superintendent—Charles A. Sherman.

NAMES OF DIRECTORS WITH RESIDENCE.

Charles A. Sherman, Boonsboro, Iowa.
Delos Arnold, Marshalltown, Iowa.
T. N. Canfield, Boonsboro, Iowa.

General offices at Boonsboro, Iowa.

Date of annual meeting of stockholders, first Monday in August.

Fiscal year of the company, January to December.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

Delos Arnold, 298; Mrs. M. A. Sherman, 296; T. N. Canfield, 4; C. A. Sherman, 2.

STATE OF IOWA, }
COUNTY OF BOONE. }

I, Charles A. Sherman, President and Superintendent of the Iowa Railway Coal & Manufacturing Co., Boonsboro, Iowa, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

[L. S. OF R. R.] Signed,

CHARLES A. SHERMAN.

Subscribed and sworn to before me this 19th day of September, A. D. 1879.

GEO. W. CROOK,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 10th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT
OF THE
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS
RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Par value of shares.....	[\$100.00]	
Average price received per share.....	[Unknown]	
Number of stockholders at date of last election....	[Unknown]	
Number of stockholders in Iowa at same date....	[Unknown]	
Amount of full-paid stock held in Iowa.....	[Unknown]	
Capital stock issued [number of shares, 27,894-1366-10,000], amount paid in.....	\$	2,798,413.66
Capital stock paid on shares not issued.....		
Capital stock paid in, common.....		
Capital stock paid in, preferred, and conditions of prefer- ment		
Capital stock, total amount paid in as per books of the Com- pany		2,789,413.66
Capital stock, total amount realized in cash	[Unknown]	
Capital stock, total amount realized in property... [Unknown]		
Capital stock paid in per mile of road owned by com- pany.....	[250.98 miles]	11,114.09

DEBT.

Funded debt as follows:

C. B. & St. Jo. R. R. first mortgage bonds (due January 1, 1880, bear interest at seven per cent, which is payable January and July) amount.....	\$ 500,000.00
K. C. & St. Jo. & C. B. mortgage bonds (due January 1, 1907 bear interest at seven per cent, which is payable January and July) amount.....	4,495,522.13
C. B. & St. Jo. R. R., & Mo. Val. R. R. mortgage bonds, old issue, (due to be exchanged for new issue K. C., St. Jo. & C. B., bear interest at — per cent, which is payable —) amount.....	1,500.00
Income bonds (due January 1, 1907, bear interest at not exceeding six per cent, which is payable April and October, when earned), amount.....	2,488,174.51
Total amount of funded debt.....	7,485,196.64
Unfunded debt incurred for equipment.....	71,715.00
Unfunded debt incurred for real estate.....	45,000.00
Other debts, current credit balances, etc.....	470,804.29
Total debt liabilities.....	8,072,715.93
Amount of debt liabilities per mile of road.....[250.98 miles]	32,164.77
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent investments.	
These items exceed the total amount of the funded debt liabilities.	

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	9,278,371.19
Total for equipment.....	1,231,978.21
Total cost of road and equipment.....	\$ 10,510,349.40
Average cost of same per mile.....	41,877.24

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Main line extension or alteration of road.....	\$ 3,781.06
Land and right of way.....	5,515.90
Passenger and freight stations, wood-sheds and water stations, machine shops, machinery and tools, engine-houses, car-sheds and turn-tables.....	8,665.55
New locomotives.....	5,931.93
New passenger cars—dining car.....	8,598.13
New freight cars.....	49,510.07
New fences.....	10,439.53
Any other expenditures charged to property account, specifying same.	
Patent rights for equipment.....	519.75
Cost of iron bridges with stone abutments, in excess of estimated cost of replacing wooden structures.....	13,655.90
Side tracks.....	25,239.05
Increased weight of steel in excess of same length of iron..	6,708.90
Total ...	\$ 138,565.77
Property sold and credited property account during the year..	
Net addition to property account for the year.....	138,565.77

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. Total cost of steel rails charged to expenses, and credit given for old iron sold. If weight of rail per mile is increased, the increased weight per mile is charged to construction account; if decreased, credit is allowed to construction account. Bridges are charged to expenses equal to the cost of renewing the old structures. Any surplus expenditure for iron or stone, is charged to construction account. Expense of raising grades, filling banks, and ballasting, is charged to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878	.....	\$ 31,113.98	\$ 58,858.94
August, 1878	.....	34,201.78	104,946.87
September, 1878	.....	39,984.41	93,891.48
October, 1878	.....	37,494.64	99,484.38
November, 1878	.....	31,669.68	92,381.45
December, 1878	.....	30,906.61	86,596.32
January, 1879	.....	24,871.03	75,456.20
February, 1879	.....	29,143.26	90,770.31
March, 1879	.....	37,716.92	84,511.62
April, 1879	.....	36,629.77	106,230.42
May, 1879	.....	35,277.60	96,249.10
June, 1879	.....	32,447.28	95,593.85
Totals	.....	\$ 401,456.96	\$ 1,084,970.94

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878	.....	\$ 2,596.99	\$ 2,161.56	\$ 4,184.47
August, 1878	.....	2,337.29	2,793.62	5,429.54
September, 1878	.....	2,467.14	1,634.30	6,663.30
October, 1878	.....	2,467.14	1,467.14	5,155.19
November, 1878	.....	2,467.14	1,300.00	4,521.22
December, 1878	.....	2,467.14	1,300.00	18,446.94
January, 1879	.....	2,467.14	1,350.00	5,073.08
February, 1879	.....	2,467.14	1,200.00	8,034.24
March, 1879	.....	4,555.05	1,300.00	10,563.03
April, 1879	.....	2,699.13	1,300.00	5,044.95
May, 1879	.....	2,699.13	1,356.24	7,314.39
June, 1879	.....	2,699.13	1,341.78	5,985.88
Totals	.....	\$ 32,389.56	\$ 18,504.64	\$ 86,416.23

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$	401,456.96
Receipts for express.....		18,504.64
Receipts for mails.....		32,389.56
<hr/>		
<i>Total receipts from passenger trains.....</i>	<i>\$</i>	<i>452,351.16</i>
Receipts from freight.....		1,084,970.94
<hr/>		
<i>Total receipts from freight trains.....</i>	<i>\$</i>	<i>1,084,970.94</i>
Receipts from miscellaneous sources.....		86,416.23
<hr/>		
Total earnings.....	\$	1,623,738.33
Earnings per mile of road operated, [250.98] miles..	[6,469.06]	<u> </u> []
Per train mile, for passenger, freight and mixed trains		
[859,650 miles].....	[1.888]	
Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?		
Ans. No change.		

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties....	\$	176,526.13
Repairs of track—new ties, number 81,748, cost per tie, 58c., nearly.....		47,390.65
Repairs of bridges—labor and supplies.....		30,226.48
Repairs of fences and signs—labor and supplies.....		3,026.79
Repairs of buildings, stations and water tanks, etc		12,904.21
New rails—No. of tons steel, 2295 462-2240.....	\$110,635.84	
Less credit for old rails	47,529.50—	63,106.34
<hr/>		
Total.....	\$	333,180.60

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$	44,597.66
Repairs of passenger, baggage, mail and express cars		28,743.52
Repairs of freight cars—labor and supplies		71,617.96
<hr/>		
Total.....	\$	144,959.13

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$	69,175.91
Oil, waste and lights.....		7,624.50
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks, miscellaneous train and station supplies and expenses.....		283,005.96
Water supply.....		10,790.03
Telegraph operation.....		11,791.49
Loss and damage of goods.....		142.64
Injuries to persons.....		2,467.72
Damage for stock killed.....		8,229.19
Mail service—hire of cars and engines		962.00
Legal expenses (included in general expenses)		480.04
Rent—roads and bridges—paid other companies		28,257.87
<hr/>		
Total.....	\$	422,927.35

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	{	\$ 67,493.02
General office expenses, including clerk hire, fuel, lights, etc }		
Taxes in Iowa.....	Estimated.	10,000.00
Taxes in other States.....	Estimated.	30,000.00
Advertising.....	{	14,254.44
Printing and stationery.....	}	
Foreign agencies.....		24,896.99
All other expenses chargeable to this account.....		24,800.54
Total.....		\$171,444.99

RECAPITULATION OF EXPENSES.

Total expense of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 1,072,512.07
Proportion for Iowa, <i>pro rata</i>	[\$ 253,755.44]
Per mile of road operated,.....	[4,713.56]
Per train mile for passenger, freight and mixed trains [— miles] (estimated by Commissioners)....	[.80]
*Expense of running and management of passenger trains...	
Percentage of expenses to earnings,.....	[.66 5-100 per cent.]
Net earnings per train mile. (859.650 miles) [	\$1 247-1000.]

GENERAL RECAPITULATION.

Total earnings	\$ 1,623,738.83
Total operating expenses.....	1,072,512.07
Net earnings—earnings above operating expenses	551,226.26

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 362,314.06
Interest falling due during the year, but not paid,.....	None
Total interest liability for the year	362,314.06
Earnings above operating expenses and interest.....	\$ 188,912.20
Dividends declared. None.....	
Balance for the year or surplus.....	188,912.20
Surplus at the commencement of the year.....	38,230.35
Total surplus.....	\$ 227,142.55

* Expenses are not apportioned to passenger and freight.

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

Dr.

Cost of road.....	\$	9,278,371.19
Cost of equipment.....		1,231,978.21
Other investments.....		8,909.53
Supplies and material on hand.....		85,653.25
Cash—cash assets and other items—		
Cash and bills receivable.....	\$	125,608.82
Open account.....		344,621.69
Real estate in St. Joseph, purchased for depot purposes, not used, and for sale.....		49,180.22
		519,410.73
Total.....	\$	11,124,322.91

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

Cr.

By capital stock.....	\$	2,789,413.66
By funded debt.....		7,485,196.64
Other debts—		
Bills payable:—		
Real estate note.....	\$	45,000.00
Car notes.....	71,715.00—\$	116,715.00
Open accounts		295,164.87
Accrued interest to date, July 1st.....		174,842.50
Land account—		
Proceeds of lands donated to C. B. & St. J. R. R. Co., in Iowa, to be transferred to construction account eventually.....		35,050.77
Unpaid coupons, not presented.....	796.92—	622,570.06
Income account—surplus.....		227,142.55
Total.....	\$	11,124,322.91

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
Consolidated July 1st, 1870.

Length of main line of road completed, from Harlem to Coun- cil Bluffs.....	197.30
Length of main line of road completed in Iowa.....	50.83
Length of main line completed in Missouri.....	146.47
Name, description and length of each in miles:	
Hopkins Branch, length.....	50.20
East Atchison Branch, length....	1.22
East Nebraska City Branch, length.....	2.26
Total length of branches owned by company.....	53.68
Total length of branches owned by company in Iowa.....	2.26
Total length of branches in Missouri	51.42
Total length of road belonging to this company.....	250.98

Aggregate length of sidings and other tracks not above enumerated.....	33.77
Same in Iowa.....	6.67
Aggregate length of tracks belonging to this company computed as single track, including side tracks.....	284.75
Same in Iowa.....	59.76
Gauge of track.....	4 feet, 8½ in
Total length of tracks belonging to this company laid with steel rails, in Iowa, [weights per yard, 17 miles, 60 pounds; 18 miles, 52 pounds].....	35.00
Total length of tracks belonging to this company laid with iron rails, in Iowa [weights per yard, various].....	18.09

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

Name, description and length of each—	
Han. & St. Jo R. R.—Kansas City to Harlem, length.....	1.50 miles
C., R. I. & P. R. R.—Council Bluffs to U. P. Transfer, length.....	1.40 miles
Total length of above roads	2.90 miles
Total length of above roads in Iowa	1.40 miles
Total length of above roads in Missouri.....	1.50 miles
Total miles of road operated by this company	253.88 miles
Total miles of road operated by this company in Iowa	54.49 miles

NUMBER OF BRIDGES AND TRESTLES ON LINE IN IOWA.

Wooden bridges, number of,.. 1; aggregate length.....	40 feet
Wooden trestles, number of,.. ..; aggregate length.....	2,130 feet
Culverts (open)..... 14; aggregate length (approximately)	140 feet

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Chicago, Burlington & Quincy R. R., at Pacific Junction.
What railroads cross your road either over or under your grade in this State, and where?
Ans. None.
Number of crossings of highways at grade in this State without protection..... 36
Number of crossings of highways at grade in this State at which there are gates or flagmen..... None
Number of crossings of highways over railroad. None
Number of crossings of highways under railroad..... None
Number of highway bridges 18 feet above track..... None
Number of highway bridges less than 18 feet above track..... None
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
Ans. Absolute stop just prior to crossing, and within 100 yards. Quite sufficient. Never have had any crossing collision.
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
Ans. The requirements of the laws of Iowa.

STATIONS.

Number of stations.....	41
Same in Iowa.....	9

FENCING.

How many miles of fencing have you on your road in Iowa..... 33.169
Give the miles of fence needed on both sides of your track, in each county
in Iowa through which your road runs, and the aggregate amount in
miles:
18.5 miles in Fremont county.
11.931 miles in Mills county.
2.738 miles in Pottawattamie county.
Aggregate amount, 33.169 miles built; 20.631 miles needed.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	11	
Number of locomotives of more than 20 tons weight, exclusive of tender.....	21	
Number of locomotives of more than 10 tons weight, exclusive of tender.....	None	
Number of passenger cars—12-wheel.....	1	
Number of passenger cars—8-wheel....	18	
Number of express and baggage cars.....	11	
Number of box freight cars.....	350	
Number of stock cars.....	22	
Number of platform cars.....	}	164
Number of coal cars.....		
Number of conductors' way-cars.....	14	
Other cars as follows: Combination (merchandise and stock).....	325	
Average amount of tonnage that <i>can</i> be carried over your road in Iowa with an engine of the weight and power you use for freight trains—give the weight of engines generally used.		
Ans. 400 tons of freight, not including cars, which are as much more. The average carried is much less.		
Weight of heaviest locomotives in use, 32 tons.		
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.		
Ans. 6 (coaches, baggage cars, sleepers or postal).		
Number of locomotives equipped with train-brake.....	14	
Number of passenger cars equipped with train-brake.....	All	
What kind of train-brake is used on your road?		
Ans. Westinghouse air-brake.		
Number of passenger cars with Miller platform and buffer.....	All	
Number of passenger cars with any other platform and buffer....		

TELEGRAPHS.

Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations in Iowa.....	9
Number of telegraph stations operated by company in Iowa.....	9

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year in Iowa.....	81,535
Miles run by freight trains during the year in Iowa....	73,655
Miles run by mixed trains.....	None
Total mileage of passenger, freight and mixed trains.....	155,190
Number of through passengers.....	58,041
Number of local passengers.....	189,035
Total number of passengers carried.....	241,076
Total passenger mileage, or passengers carried one mile....	13,875,718

Average amount received from each passenger.....	\$ 1.625
Average distance traveled by each passenger.....	56.16 miles
Total tons of freight carried.....	721,171,340
Highest rate of fare per mile, for any distance.....	.04
Lowest rate of fare per mile, for any distance (single fare) .....	.03
Average rate of fare per mile, received for <i>all</i> passengers.....	.03.94
Average rate received per mile, per ton for all freight carried...	.01.93
Average number of cars in passenger trains, including baggage cars.....	3.9
Average number of cars in freight trains..	19.4
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers—tons.....	121
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight—tons.....	230
Rate of speed of passenger and express trains, including stops—miles per hour.....	22½
Rate of speed of freight trains, including stops—miles per hour	12

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	232,730,695	32.27
Flour.....	9,262,069	1.29
Provisions (beef, pork, lard, etc.).....	16,996,440	2.36
Animals.....	67,740,250	9.39
Other agricultural products.....	4,835,099	.67
Lumber and forest products... ..	109,601,778	15.2
Coal.....	29,801,886	4.13
Plaster... ..	17,456,375	2.42
Lime.....		
Salt.....		
Railroad iron—iron and steel rails.....	16,339,379	2.27
Ores.....	9,666,358	1.34
Stone and brick.....	29,010,425	4.02
Merchandise and other articles not enumerated above..	177,730,591	24.64
Total tons carried.....	721,171,340	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES IN IOWA.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company pays a fixed sum for transportation within and up to a fixed limit of weight, and 1½ first class rates on excess. This company does not handle or have anything to do with the express matter or rates thereon as charged by express company, but simply carries when placed in baggage car.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None. Various companies cars pass over this road, for which we pay mileage, as to railroad companies for similar service.

What amount have you paid other corporations, car loaning companies [stock companies], or individuals, *not operating railroads*, for the use of cars, stating name of individual or company, place of location of general office of said company, and amount paid to each?

Ans. None. That is to say the balance of car mileage is slightly in our favor, or we earn on our cars more than we pay.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Pullman Palace Car Company's sleepers, for which we pay the same rate per mile as for a coach hired of any railroad company.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Ans. The Pullman Palace Car Company receives the earnings for lodging accommodations.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$141.7½ per mile. Indefinite.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from Congressional grants	None
State the number of acres yet to inure to your company from Congressional grants	None

STATE OR SWAMP LAND GRANT.

State the number of acres of swamp lands received from counties.

Ans. About 6,750 to the Council Bluffs & St. Joseph Railroad Company; all sold, the last of it about four years since.

State the number of acres yet to inure to your company from swamp land grants to the counties.

Ans. None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. None to this company *per se*, but as opposite to one of the companies consolidated.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1878.					
July 11	R. Bruce.....	Brakeman	One mile north of Bartlett	Fatal injuries ..	Fall between cars in motion.
Septem'r 12	J. S. Smith ..	Brakeman	Hamburg ..	Fingers crushed ..	Caught while coupling.
October 11	Dennis Millone ..	Section-man	Wrights ..	Leg bruised.....	Rail fell on it.
Novem'r 9	Sam. Gordon ..	Brakeman	Hamburg	Slightly bruised.....	Knocked off car.
Novem'r 29	A. Koder	Brakeman.....	Council Bluffs...	Hand crushed.....	Caught coupling.
1879.					
February 8	D. C. Dillon	Brakeman	Pacific Junction.....	Fingers crushed ..	Caught coupling.
April 14	Wm. R. Jones .....	.....	East Neb. City Junction..	Fatally injured... ..	Run over; trying to steal ride and fell under train.

RECAPITULATION OF ACCIDENTS.

Killed.—Employees—from misconduct or want of caution	1	
Others—stealing rides.....	1—	2
		—
Total killed.....		2
Injured.—Employees—from causes beyond their control.....	2	
misconduct or want of caution	3—	5
		—
Total injured		5

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents.

Ans. All angles in frogs and wing rails have been filled with blocks of wood, thereby disarming frogs of danger as far as possible.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Nathaniel Thayer, Boston, Massachusetts.

Secretary—Charles Merriam, Boston, Massachusetts.

Treasurer—Charles Merriam, Boston, Massachusetts.

General Manager—George H. Nettleton, Kansas City, Missouri.

General Superintendent—J. F. Barnard, St. Joseph, Missouri.

Assistant General Superintendent—D. H. Winton, St. Joseph, Missouri.

Division Superintendents—None.

Chief Engineer—None.

Superintendent of Telegraph—John McConniff, St. Joseph, Missouri.

Auditor—Jos. S. Ford, Kansas City, Missouri.

General Passenger Agent—A. C. Dawes, St. Joseph, Missouri.

General Freight Agent—George Olds, St. Joseph, Missouri.

Attorneys, General and Local—Hon. W. F. Sapp & Co., Council Bluffs, for Iowa.

Receiver—None. Never have gone into bankruptcy. If by the above is meant *cashier*, receiving company's money, then J. H. Aldrich, Kansas City, Missouri.

NAMES OF DIRECTORS WITH RESIDENCE.

Nathaniel Thayer, Sr., Boston, Massachusetts.

Sidney Bartlett, Boston, Massachusetts.

H. H. Hunnewell, Boston, Massachusetts.

F. M. Weld, Boston, Massachusetts.

Charles Merriam, Boston, Massachusetts.

John A. Burnhaven, Boston, Massachusetts.

Nathaniel Thayer, Jr., Boston, Massachusetts.

John G. Richardson, Brockville, Ontario.

Geo. H. Nettleton, Kansas City, Missouri.

General offices at St. Joseph, Missouri.

Date of annual meeting of stockholders, first Tuesday in March.

Fiscal year of the company, same as calendar year.

STATE OF MISSOURI, }
COUNTY OF JACKSON. }

George H. Nettleton, general manager of the Kansas City, St. Joseph & Council Bluffs Railway Company, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

(Signed) GEO. H. NETTLETON.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 13th day of September, A. D. 1879.

JNO. B. J. FENTON,
Notary Public.

[L. S.]

Received and filed at the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT
OF THE
MISSOURI, IOWA & NEBRASKA RAILWAY CO.,
FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 13,000,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	100.00
Number of stockholders at date of last election.....	176
Number of stockholders in Iowa at same date.....	85
Amount of full-paid stock held in Iowa.....	[\$14,225.00]
Capital stock authorized by vote of company [number of shares—].....	6,000,000.00
Capital stock issued [number of shares 14,600] amount paid in	
Capital stock, total amount paid in as per books of the com-	
pany.....	1,460,075.00
Capital stock, paid in per mile of road owned by company	
[85 miles.]	

ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc..	\$ 550,000.00
Estimated value of rolling stock.....	50,000.00
Estimated value of stations, buildings and fixtures	14,250.00
Estimated value of property per mile of road [85 miles].....	6,470.50

DEBT.

Funded debt, as follows:	
First mortgage bonds (due—, bear interest at 7 per cent, which is payable June and December) amount	\$ 1,800,000.00

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD, AND BRANCHES (NOT REPORTED SEPARATELY)
BUILT BY COMPANY.

Grading and masonry	\$	452,410.62
Bridging		87,702.44
Superstructure, including rails		829,062.08
Land, land damages, and fencing		39,300.28
Passenger and freight stations, wood and coal-sheds, and water stations		28,942.24
Engine-houses, car-sheds, and turn-tables	}	14,076.68
Machine shops		
Interest paid during construction, discount, etc		69,676.00
Engineering, agencies, salaries, and other expenses during construction	}	37,729.15
All other items charged to construction not enumerated above		181,586.29
<i>Total expended for construction</i>	\$	1,757,466.88
Average cost of construction per mile of road (not including sidings)	\$	20,676.08
Proportion of cost of construction for Iowa		310,141.25

COST OF EQUIPMENT.

Locomotives	\$	59,014.99
Passenger, mail, and baggage cars		19,192.79
Freight and other cars		54,810.78
Machinery and tools		8,814.32
<i>Total for equipment</i>	\$	141,832.88
Average cost of equipment <i>per mile of road operated</i> by com- pany in this State		1,668.66
Proportion of cost of equipment for Iowa		25,029.30

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$	1,890,299.71
Average cost of same per mile		22,844.70
Proportion of same for Iowa		335,170.50

State the policy pursued by your company in regard to permanent improve-
ments and repairs, such as replacing iron rails with steel, wooden bridges
and culverts with iron and stone, reducing grades and ballasting track.
Are the cost of these improvements charged to repairs or construction,
and the reasons therefor.

Ans. No iron replaced. All in good condition.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT

		PASSEN- GERS.	FREIGHT.
July,	1878.....	\$ 1,775.75	\$ 5,022.75
August,	1878.....	1,941.30	6,678.12
September,	1878.....	1,883.75	7,065.63
October,	1878.....	1,957.40	7,556.33
November,	1878.....	1,622.05	9,311.32
December,	1878.....	1,687.10	12,181.23
January,	1879.....	1,863.50	12,266.24
February,	1879.....	1,917.05	7,941.12
March,	1879.....	2,133.82	8,641.59
April,	1879.....	2,002.85	8,676.75
May,	1879.....	1,631.50	5,663.32
June,	1879.....	2,408.06	5,555.18
Total		\$ 22,824.13	\$ 96,559.64

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLAN- EOUS.
July,	1878.....	\$	\$ 62.15	\$
August,	1878.....	.....	56.43	.....
September,	1878.....	240.16	49.00	.20
October,	1878.....	824.21	56.80	.....
November,	1878.....	.....	67.95	.....
December,	1878.....	.....	68.00	.....
January,	1879.....	1,070.46	70.45	450.21
February,	1879.....	.....	151.65	19.97
March,	1879.....	.....	59.60	277.53
April,	1879.....	.....	62.75	182.13
May,	1879.....	.....	72.50	179.67
June,	1879.....	421.30	67.85	4.95
Total		\$ 2,556.13	\$ 845.13	\$ 1,114.66

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 22,824.13
Receipts for express	845.13
Receipts for mails.....	2,559.13
<hr/>	
Total receipts from passenger trains.....	\$ 26,225.39
Receipts from freight.....	96,559.64
Receipts from miscellaneous sources	1,114.66
<hr/>	
Total earnings.....	\$ 123,899.69

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties....\$	18,680.53
Repairs of track—new ties, No. —, cost per tie, \$——.....	5,805.65
Repairs of bridges—labor and supplies.....	2,515.14
Repairs of fences—labor and supplies.....	655.00
Repairs of buildings—station and water-tanks, etc.....	1,641.37
Repairs of telegraph.....	115.06
Tools for road work.....	312.56
All other expenditures chargeable to this account	2,498.30
Total	\$ 32,223.61

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$ 3,954.87
Repairs of passenger, baggage, mail and express cars	2,232.43
Repairs of freight cars	3,646.79
Repairs of machinery and tools	439.84
Rent of track from Alexandria to Keokuk.....	7,362.82
Total	\$ 17,636.75

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 7,801.82
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks	19,038.03
Miscellaneous train service.....	2,120.82
Miscellaneous train expenses.....	6,183.95
Water supply	472.05
Loss and damage of goods.....	50.15
Injuries to persons	154.50
Damage for stock killed.....	1,199.40
Legal expenses.....	214.75
All other expenses chargeable to this account	2,647.29
Total	\$ 39,882.76

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$ 6,450.00
General office expenses, including clerk hire, rent, fuel, lights, etc.....	2,519.38
Taxes in other States.....	10.83
Printing and stationery	1,889.87
All other expenses chargeable to this account	2,918.68
Total	\$ 13,788.76

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 103,531.88
Proportion for Iowa.....	[18,270.30]
Per mile of road operated.....	[1,218.02]
Per train mile for passenger, freight and mixed trains, [estimated by the Commissioners.....\$	.87]

GENERAL RECAPITULATION.

Total earnings.	123,899.69
Total operating expenses.....	103,531.88
Net earnings—earnings above operating expenses.....\$	20,367.81

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Road equipment and construction account.....\$	3,882,699.96
Interest paid on bonds.....	153,451.73
Sundries account.....	133,352.58
Total.....\$	4,169,504.27

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Stock issued.....\$	2,087,025.00
First mortgage bonds.....	1,800,000.00
Net earnings undistributed.....	60,504.42
Sundries accounts.....	221,974.85
Total.....\$	4,169,504.27

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Alexandria to Memphis, in March, 1872.	
From Memphis to Lancaster, in December, 1872.	
From Lancaster to Centerville, in August, 1873.	
Length of main line of road completed, from Alexandria to Centerville.....	85 miles
Length of main line of road completed in Iowa.....	14 790-1000 m'ls
Length of main line of road in Missouri.....	70 210-1000 m'ls
Total length of road belonging to this company.....	85 miles
Aggregate length of sidings and other tracks not above enumerated.....	5 miles
Same in Iowa.....	4,181 feet
Gauge of track.....	4 ft. 8½ inches
Total length of tracks belonging to this company laid with iron rails [weights per yard 56 pounds].....	85 miles
Total miles of road operated by this company.....	85 miles.
Total miles of road operated in Iowa.....	14 790-1000

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 209; aggregate length, feet.....	10,180
Culverts... ..	69

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Burlington & Southwestern Railroad at Sedan.
Chicago, Rock Island & Pacific Railroad at Centerville.

What railroads cross your road either over or under your grade in this State, and where? None.

Number of crossings of highways at grade in this State without protection. None.

Number of crossings of highways at grade in this State at which there are gates or flagmen. None.

Number of crossings of highways over railroad. None.

Number of crossings of highways under railroad. None.

Number of highway bridges eighteen feet above track. None.

Number of highway bridges less than eighteen feet above track. None.

What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?

Ans. Yes, all trains and locomotives will come to a full stop at the crossing of all intersecting railroad lines at least 200 feet from the same and not proceed until the road is known to be clear.

What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?

Ans. Yes, the bell is rung, when approaching all public road crossings commencing at least eighty rods distant and continue ringing bell until the crossing is passed. At obscure crossings sound the whistle instead.

STATIONS.

Number of stations.....	18
Same in Iowa.....	4

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.....	105
Same in Iowa.....	10

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	5
Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of locomotives of more than 10 tons weight, exclusive of tender.....	None
Number of passenger cars—12 wheel.....	None
Number of passenger cars— 8 wheel.....	2
Number of baggage and express cars.....	2
Number of box freight cars.....	44
Number of stock cars.....	25
Number of platform cars.....	30
Number of coal cars	20
Number of conductors' way cars.....	2
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used. Thirty-three ton engines—240 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used. Twenty-eight ton engine—10 coaches.	
Number of engines equipped with train-brake.....	1
Number of passenger cars equipped with train-brake.....	None
What kind of train-brake is in use on your road? Hand-brake.	
Number of passenger cars with Miller platform and buffer.....	None
Number of passenger cars with any other platform and buffer.	
Jackson & Sharp Co.'s.	

TELEGRAPHS.

Miles of telegraph on line operated by company.....	85
Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations.....	10
Number of telegraph stations operated by company.....	10
Number of telegraph stations operated jointly by railroad and telegraph companies.....	10

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	53,210
Miles run by freight trains.....	53,210
Miles run by mixed trains and extras.....	12,200
Total mileage of passenger, freight and mixed trains....	118,620
Miles run by construction and other trains.....	3,500
Total train miles run.....	122,120
Miles run by rented cars.....	156,000
Highest rate of fare per mile, for any distance.....	.03 $\frac{1}{2}$
Lowest rate of fare per mile, for any distance (single fare).....	.03 $\frac{1}{2}$
Average rate of fare per mile, received for <i>all</i> passengers. ....	.03 $\frac{1}{2}$
Average number of cars in passenger trains, including baggage cars	3
Average number of cars in freight trains.....	14
Rate of speed of passenger and express trains, including stops, miles	21
Rate of speed of freight trains, including stops, miles.....	10

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company. One and one-half first class tariff rates. General express business. Freights taken at depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road?

Ans. None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$4,200 per annum.

LANDS—CONGRESSIONAL, STATE, OR SWAMP LAND GRANT.

State the number of acres of land your company have already received from the Congressional grants

Ans. None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Vernon township, Clark county, Missouri	\$ 25,000.00
Clark county, Missouri	75,000.00
Clark county, Missouri	50,000.00
Scotland county, Missouri	200,000.00
City of Memphis, Scotland county, Missouri	30,000.00
Schuyler county, Missouri	150,000.00
Liberty township, Schuyler county, Missouri	15,000.00
Town of Glenwood, Schuyler county, Missouri	10,000.00
Town of Kahoka, Clark county, Missouri	5,000.00
Town of Centerville, Appanoose county, Iowa (subscription of cash)	65,018.05

ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Gen. F. M. Drake, Centerville, Iowa.
Vice-President—Henry Hill, Keokuk, Iowa.
Secretary—James Fitz Henry, Keokuk, Iowa.
Treasurer—James Fitz Henry, Keokuk, Iowa.
General Manager—Henry Hill, Keokuk, Iowa.
General Superintendent—Henry Hill, Keokuk, Iowa.
Assistant General Superintendent—W. S. Hill, Keokuk, Iowa.
Chief Engineer—Henry Shaw, Centerville, Iowa.
Superintendent of Telegraph—W. S. Hill, Keokuk, Iowa.
Auditor—O. H. Mackroth, Keokuk, Iowa.
General Passenger Agent—W. S. Hill, Keokuk, Iowa.
General Freight Agent—W. S. Hill, Keokuk, Iowa.
Attorneys, General and Local—Baker, Drake & Hughes, Centerville, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

B. E. Smith, New York City.
C. A. Secor, New York City.
Geo. I. Forrest, New York City.
W. Gebhard, New York City.
A. B. Stone, New York City.
F. Lovejoy, Philadelphia, Pa.
A. L. Hopkins, Toledo, Ohio.
I. A. Talbot, Centerville, Iowa.
A. J. Baker, Centerville, Iowa.
F. M. Drake, Centerville, Iowa.
Henry Hill, Keokuk, Iowa.
James Fitz Henry, Keokuk, Iowa.
J. E. Walker, Warsaw, Illinois.

General offices at Keokuk, Iowa.
Date of annual meeting of stockholders—first Monday — —.
Fiscal year of the company closes.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. To be reported separately.)

Henry Hill, 300 shares; Henry Hill, by proxy, 13,208 shares; J. A. Talbot, 8½ shares; James Fitz Henry, 13 shares; J. E. Walker, 1 share; A. J. Baker, 1 share; Henry Shaw, 1 share.

STATE OF IOWA,)
(COUNTY OF APPANOOSE.)

I, F. M. Drake, President of the Missouri, Iowa & Nebraska Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

F. M. DRAKE.

Subscribed and sworn to before me, this fifteenth day of September, A. D. 1879.

T. P. SHONTS,

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this fourth day of October, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

NEWTON & MONROE RAILROAD COMPANY,

FOR THE YEAR ENDING JULY 31st, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$	350,000.00
Par value of shares.....	[\$ 100.00]	
Average price received per share.....	100.00]	
Number of stockholders at date of last election...	7]	
Number of stockholders in Iowa at same date.....	6]	
Amount of full-paid stock held in Iowa.....	[35,000.00]	
Capital stock authorized by vote of company, [number of shares, 850]		
Capital stock issued [number of shares, 850] amount paid in....		85,000.00
Capital stock paid in on shares not issued [number shares, none]		
Capital stock, total amount paid in as per books of the company		85,000.00
Capital stock, total amount realized in cash.....	[\$85,000.00]	
Capital stock paid in per mile of road owned by company... [17 miles].....		5,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges (see note).....	83,000.00
Estimated value of rolling stock Equipment leased	
Estimated value of stations, buildings and fixtures.....	2,000.00
Estimated value of property per mile of road..... [17 miles]	5,000.00

NOTE.—The Newton & Monroe Railroad Company purchased the property from the Iowa, Minnesota & North Pacific Railway Company, commencing operations in August, 1877. The value of property is estimated from price paid and cost of putting in condition to operate.

DEBT.

Funded debt as follows:

A bonded debt of \$175,000 was placed on the property by the previous owner.

These bonds with title to property were purchased by this company and are now held by this company.

Unfunded debt:

This company has no debt floating or otherwise (except as stated in Part 1).

And for current expense for the month, paid on or before the 20th of the succeeding month, when audited

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reason therefor.

All repairs and improvements of road-bed and superstructure are charged to operating expenses.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July,	1878.....	\$ 530.01	\$ 1,122.43
August,	1878.....	513.36	1,251.42
September,	1878.....	337.76	1,471.22
October,	1878.....	295.85	2,503.29
November,	1878.....	311.88	1,346.78
December,	1878.....	280.65	1,837.61
January,	1879.....	284.55	1,087.26
February,	1879.....	295.36	1,177.79
March,	1879.....	382.38	1,524.73
April,	1879.....	241.82	1,562.42
May,	1879.....	382.48	1,438.66
June,	1879.....	288.62	1,163.19
Totals.....		\$ 4,144.72	\$ 17,487.10

FROM ALL OTHER SOURCES.

		MAILS.
July,	1878.....	\$ 57.40
August,	1878.....	57.40
September,	1878.....	57.40
October,	1878.....	57.40
November,	1878.....	57.40
December,	1878.....	57.40
January,	1879.....	57.40
February,	1879.....	57.40
March,	1879.....	57.40
April,	1879.....	57.40
May,	1879.....	57.40
June,	1879.....	57.39
Total.....		\$ 688.79

RECAPITULATION OF EARNINGS.

Receipts from local passengers	\$	4,144.00
Receipts for mails.....		688.79

Total receipts from passenger trains.—All trains
are mixed.

Receipts from passenger trains, per train mile run [21,284
miles], .22 79-100.

Receipts from freight trains, per train mile run [21,284
miles], .82 16-100.

Total earnings.....	\$	22,320.61
Earnings per mile of road operated [17 miles].....	[\$1,312.94]	
Per train mile, for passenger, freight and mixed trains [21,284 miles].....	[\$104.86]	

Have you made any advance or reduction in freight since the enactment of
chapter 77 of the Laws of the Seventeenth General Assembly—if so,
what percentage?

Ans. No.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating
expenses*).

Repairs of track—labor and supplies exclusive of new ties....	\$	4,747.40
Repairs of track—new ties, No. 2,389, cost per tie, .49 14-100....		1,174.15
Repairs of bridges—labor and supplies (labor included in track repairs)		166.94
Repairs of fences—labor and supplies		132.81
Total	\$	6,221.30

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	889.37
------------------------------	----	--------

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	1,385.21
Oil, waste and lights		209.91
Wages of employes—conductors, enginemen, brakemen, station- men (all grades) and clerks.....		4,080.00
Water supply (supplied by spring running into tank).		
Injuries to persons.....		124.37
Damage for stock killed.....		322.50
Hire of cars (rent of equipment in all).....		1,200.00
Total	\$	7,321.99

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company (superintendent) \$	1,500.00
Insurance.....	8.25
Taxes in Iowa	546.18
Printing and stationery	40.50
All other expenses chargeable to this account	430.16
Total	\$ 2,525.09

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>)	\$	16,957.75
Per mile of road operated.....	[\$997.52]	
Per train mile for passenger, freight and mixed trains [21,284 miles].....	[.79 87-100]	
Percentage of expenses to earnings	[.75 9-10]	
Net earnings per train mile [21,284 miles]	[.25 2-10]	

GENERAL RECAPITULATION.

Total earnings	\$	22,320.61
Total operating expenses		16,957.75
Net earnings—earnings above operating expenses		5,362.86
Total receipts above operating expenses.....	[\$5,362.86]	
Percentage of net earnings to stock and debt.....	[.06 3-10]	
Percentage of net earnings to cost of road and equipment.....	[Same]	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Receipts above operating expenses and interest.....	\$	5,362.86
Dividends declared, 6 per cent for the year, amount.....		5,100.00
Date of last dividend declared	[August 1, 1879]	
Balance for the year, or surplus		262.86

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,

DR.

Permanent investment account	\$	85,000.00
Profit and loss.....		262.86
Total.....	\$	85,262.86

NOTE—Materials on hand (when purchased are charged to operating expenses). No inventory taken.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$	85,000.00
Cash in hands of treasurer.....		262.86
Total.....	\$	85,262.86

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
From Newton to Monroe, about Aug. 15, 1877.
Length of main line of road completed, from Newton to Monroe, 17 miles.
Total length of road belonging to this company, 17 miles.
Aggregate length of sidings and other tracks not above enumerated, 15.16 miles.
Guage of track, 4 feet 8½ inches.
Total length of tracks belonging to this company laid with iron rails [weight per yard, 60 to 40], 17 miles.
Total miles of road operated by this company. } 17 miles
Total miles of road operated by company in Iowa..... }

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 1; aggregate length, feet.....	146
Wooden trestles and pile bridges, number of, 31.....	2,434
Culverts, number of, 21.....	{ 7 stone, 2 ft. opening 4 box, 2 ft. opening 8 open, 8 ft. opening

BRIDGES BUILT WITHIN THE YEAR.

None.

CROSSINGS.

Number of crossings of highways at grade in this State without protection, including street crossings	37
Number of crossings of highways over railroad [1 wagon and 1 foot bridge].....	2
Number of crossings of highways under railroad.....	2
Number of highway bridges 18 feet above track	1
Number of highway bridges less than 18 feet above track....	1
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. Whistle and ring bell on approach; no accidents have happened.	

STATIONS.

Number of stations. Two terminal, one intermediate.....	3
Number of persons regularly employed on all roads operated by company, including officials.....	28

FENCING.

How many miles of fencing have you on your road in Iowa?.	1/2 mile
How many miles of fencing have you built during the year?..	1/2 mile
What was the average cost per rod.....	\$.83 1/2
The total cost of same?.....	\$ 132.81
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
Estimated 25 1/2 miles in Jasper county.	

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—12-wheel; number of passenger cars—8-wheel—(combination).....	1
Number of box freight cars	2
Number of coal cars.....	10
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.....	90 tons

MILEAGE, TRAFFIC, ETC.

Total mileage of passenger, freight and mixed trains (all trains mixed)	21,284
Total train miles run	21,284
Number of local passengers	10,213
Total number of passengers carried	10,213
Total passenger mileage, or passengers carried one mile... ..	160,154
Average amount received from each passenger	\$.40 58-100
Average distance traveled by each passenger (miles).....	15.68
Number of tons of local freight carried.....	31,812.1290
Total tons of freight carried.....	31,812.1290
Total freight mileage, or tons carried one mile (all freight considered local)....	210,747
Highest rate of fare per mile, for any distance.....	3½ cents
Lowest rate of fare per mile, for any distance (single fare) excursion.....	1.56 cents
Average rate per mile received for all passengers.....	2.58 cents
Average rate received per mile, per ton for all freight carried.	8.29 cents
Average number of cars in passenger trains, including baggage cars, combination.....	1
Average number of freight trains.....	5
Average weight of passenger trains, including locomotives and tender in working order, exclusive of passengers.....	75 tons.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	75 tons.
Rate of speed of passenger and express trains, including stops.	12 mil. per h.
Rate of speed of freight trains, including stops.....	12 mil. per h.

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain	2,483-1060	.078
Flour	62-1000	.002
Animals	934	.03
Lumber and forest products	622-1000	.02
Coal.....	27,108-1000	.85-21
Stone and brick.....	56	.0017
Merchandise and other articles, not enumerated above...	544-1290	.016
Total tons carried.....	31,812-1290	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road? None.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$688.79 per year. Carry mail once daily (Sunday excepted) each way.

LANDS—CONGRESSIONAL GRANT.

None.

LANDS—STATE OR SWAMP LAND GRANT.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise?

Ans. Township taxes were voted in aid of the Iowa, Minnesota & North Pacific R'y Company. Amount paid not known.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

On August 16, 1878. After train had left Wilson Station coming north, Benjamin Pointer, attempted to get on board at front end of passenger coach, missed his footing and fell across track. The trucks passed over one leg, necessitating amputation above the knee. Accident caused by criminal carelessness of himself.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—F. H. Griggs, Davenport, Iowa.

Secretary—D. S. Couch, Newton, Iowa.

Treasurer—D. S. Couch, Newton, Iowa.

General Superintendent—D. S. Couch, Newton, Iowa.

Attorneys, General and Local—Ryan Bros., Newton, Iowa.

NAMES OF DIRECTORS, WITH RESIDENCE.

F. H. Griggs, Davenport, Iowa.

Robert Ryan, Newton, Iowa.

D. S. Couch, Newton, Iowa.

David Ryan, Newton, Iowa.

D. L. Clark, Newton, Iowa.

General offices at Newton, Jasper County, Iowa.

Date of annual meeting of stockholders. Articles of incorporation provide the time of annual meeting shall be fixed by by-law. No by-law has been adopted.

Fiscal year of the company ends July 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately). None held since organization.

STATE OF IOWA, }
COUNTY OF JASPER. }

We, F. H. Griggs, President, and D. S. Couch, Secretary and Superintendent of the Newton & Monroe Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

F. H. GRIGGS,
President.
D. S. COUCH,
Secretary.

Subscribed and sworn to before me, this 25th day of September, A. D. 1879, by D. S. Couch.

[L. s.]

ROBERT RYAN,
Notary Public.

Subscribed and sworn to before me, by F. H. Griggs, this 23d day of September, A. D. 1879.

JACOB STRASSER,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 26th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT
OF THE
ST. LOUIS, OTTUMWA & CEDAR RAPIDS
RAILROAD COMPANY,

FOR THE YEAR ENDING, JUNE 30, 1879.

The St. Louis, Ottumwa & Cedar Rapids Railway Company was leased to the St. Louis, Kansas City & Northern Railway Company, October 1, 1875. Annual rental, \$22,575.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1878.....	\$ 2,346.35	\$ 1,702.40
August,	1878.....	2,177.33	1,641.08
September,	1878.....	2,486.79	2,169.71
October,	1878....	2,343.99	1,937.13
November,	1878.....	1,888.01	2,180.18
December,	1878.....	2,160.35	1,461.63
January,	1879.....	1,623.25	2,440.36
February,	1879.....	1,698.10	2,636.30
March,	1879.....	1,786.64	3,721.05
April,	1879.....	1,885.53	2,780.65
May,	1879.....	1,785.37	3,608.76
June,	1879.....	1,910.76	2,771.80
Totals		\$ 24,092.47	\$ 29,051.05

FROM ALL OTHER SOURCES.

	MAILS.	EXPRESS.	MISCELLA-NEOUS.
July, 1878.....	\$ 247.24	\$ 103.17	\$ 3.50
August, 1878.....	238.38	116.37	2.55
September, 1878.....	247.24	164.37	6.85
October, 1878.....	187.62	125.55	7.55
November, 1878.....	226.56	87.75	.60
December, 1878.....	226.56	102.05	1.20
January, 1879.....	226.56	154.07	17.10
February, 1879.....	226.56	109.20	10.50
March, 1879.....	246.56	113.75	5.80
April, 1879.....	206.56	157.30	6.80
May, 1879.....	226.56	149.17	42.20
June, 1879.....	226.56	186.88	4.65
Totals.....	\$ 2,733.96	\$ 1,569.63	\$ 109.30

RECAPITULATION OF EARNINGS.

Receipts from all passengers	\$ 24,092.47
Receipts for express.....	1,569.63
Receipts for mails.....	2,733.96
<i>Total receipts from passenger trains.....</i>	<i>\$ 28,396.06</i>
Total receipts from freight trains	29,051.05
Receipts from miscellaneous sources	109.30
Total earnings	\$ 57,556.41

GENERAL RECAPITULATION.

Total earnings.....	\$ 57,556.41
Total operating expenses.....	73,698.96
Net loss, operating expenses, above earnings.....	\$ 16,142.55

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

No dividend or surplus income.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1879.

Dr.

Total earnings as per statement on previous pages.....	\$ 57,556.41
Deficit, excess of expenditures over earnings.....	16,142.55
Total.....	\$ 73,698.96

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1879.

Cr.

Total expenditures (see statement).....	\$ 73,698.96
---	--------------

DESCRIPTION OF ROAD.

Total length of road belonging to this company.....	43.1639
Aggregate length of sidings and other tracks not above enumerated.....	
Same in Iowa.....	43.1639
Gauge of track.....	4 feet 8 in.
Total length of road belonging to this company laid with iron rails [weight per yard, 56 lbs.]	43.1639
Total miles of road operated by this company, in Iowa.....	43.1639

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 9; aggregate length, feet.....	1,262
Culverts, number of, 20; aggregate length, feet.....	7,560

BRIDGES BUILT WITHIN THE YEAR.

None.

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?	
Burlington & Southwestern Railroad, at Moulton.	
Burlington & Southwestern Railroad, at Bloomfield.	
Chicago, Rock Island & Pacific Railroad, at Belknap.	
Burlington & Missouri River Railroad, at Ottumwa.	
What railroads cross your road either over or under your grade in this State, and where?	
Ans. None.	
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.....	1
Number of crossings of highways under railroad.....	None
Number of highway bridges 18 feet above track.....	1
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?	
Ans. All trains to come to a full stop within 200 feet of crossing and then proceed slowly under full control of trainmen until crossing is passed.	
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. The bell upon the engine is rung or whistle sounded. This regulation has been found to be sufficient.	
Number of stations in Iowa.....	6
Number of persons regularly employed on all roads operated by company, including officials, in Iowa....	60

FENCING.

How many miles of fencing have you on your road in Iowa?	
Ans. One mile.	
How many miles of fencing have you built during the year?	
Ans. None.	
What was the average cost per mile?	
Ans. \$700.00.	
The total cost of the same.....	\$ 700.00

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	1
Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel.....	1
Number of express and baggage cars.....	1
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used? 160 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used? 10.	
Number of locomotives equipped with train-brake.....	4
What kind of train-brake is in use on your road? Westinghouse Automatic.	
Number of passenger cars with Miller platform and buffer.	
Number of passenger cars with any other platform and buffer? Blackstone platform.....	4

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	41,100
Miles run by freight trains.....	45,400
Total mileage of passenger freight and mixed trains.....	86,500
Total number of passengers carried	27,714
Total passenger mileage, or passengers carried one mile.....	715,277
Average amount received from each passenger.....	.93
Average distance traveled by each passenger.....	25.8 miles
Total tons of freight carried.....	62,287
Total freight mileage, or tons carried one mile.....	2,597,157
Average rate of fare per mile, received for <i>all</i> passengers.....	.03 624-1000
Average rate received per mile per ton for all freight carried..	.01 118-1000
Average number of cars in passenger trains, including baggage cars, 1 coach, 1 baggage car.....	10
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers.....	187,587 lbs.
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight	320,587 lbs.
Rate of speed of passenger and express trains, including stops.	20 miles
Rate of speed of freight trains, including stops.....	10 miles

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company; they carry money and valuable packages; they take their freight at our depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?
Ans. Pullman sleeping cars. The St. Louis, Kansas City & Northern Railway Co. pay three cents per mile, as mileage, for use of cars, and pay also for all damages done to cars while the same are on road. Pullman Co. charges two dollars per night for single berth.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?
Ans. \$72 per annum; daily service once a day, and closed mail in baggage cars when two trains are used.

LANDS—CONGRESSIONAL GRANT.

Ans. None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.
Nothing.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

July 8, 1878. W. C. Johnson; passenger; one mile north of Belknap; head slightly scratched; caused by dome cap of locomotive blowing off and falling in on and breaking in top of coach. Accident not within his control.
July 8, 1878. Richard Dalton; brakeman; Moulton; little finger on right hand bruised while coupling cars; no bones broken. Accident was within his control.
July 18, 1878. Wm. M. Williams; carpenter; between West Grove and Moulton; cut his foot while sizing ties; accident was within his control.

RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—Passengers—from causes beyond their control.....	1—
Injured—Employes—misconduct or want of caution.....	2—
	—
Total injured.....	3

OFFICERS OF THE COMPANY. WITH LOCATION OF OFFICES.

President—B. W. Lewis, Jr., St. Louis.*Vice-President*—James F. How, St. Louis.*Secretary*—James F. How, St. Louis.*Treasurer*—R. D. Kohn, St. Louis.*General Manager*—Thomas McKissick, St. Louis.*General Superintendent*—Thomas McKissick, St. Louis.*Division Superintendents*—Geo. B. Parsell, St. Louis Division, Moberly; M. G. Cary, West Division, Kansas City.*Superintendent of Telegraph*—S. C. Mason, Moberly.*Auditor*—D. B. Howard, St. Louis.*General Passenger Agent*—C. K. Lord, St. Louis.*General Freight Agent*—A. C. Bird, St. Louis.*General Attorney*—Wells H. Blodgett, St. Louis.*Local Attorneys*—Trimble, Carruthers & Trimble, Bloomfield, Iowa.

[NAMES OF DIRECTORS WITH RESIDENCE.]

B. W. Lewis, Jr., St. Louis.

John Jackson, St. Louis.

James F. How, St. Louis.

Julius S. Walsh, St. Louis.

J. R. Lionberger, St. Louis.

Daniel Catlin, St. Louis.

William Spear, St. Louis.

George J. Seney, New York.

W. R. Garrison, New York.

J. A. Jameson, New York.

Solon Humphreys, New York.

General offices at St. Louis, Missouri.

Date of annual meeting of stockholders, first Tuesday in March.

Fiscal year of the company, January 1st.

STATE OF MISSOURI, {
CITY AND COUNTY OF ST. LOUIS. }

James F. How, Vice-President of the St. Louis, Kansas City & Northern Railway Company, being duly sworn, depose and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

Signed,

JAMES F. HOW,

[L. S. OF R. R.]

Vice President St. L., K. C. & N. R'y Co.

Subscribed and sworn to before me, this ninth day of September, A. D. 1879.

GEO. S. GROVER,

[L. S.]

Notary Public, St. Louis City and County.

Received and filed in the office of the Commissioners of Railroads, this eleventh day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

SIOUX CITY & PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 6,000,000.00
Par value of shares.....	[\$100]
Average price received per share.....	[\$100]
Number of stockholders at date of last election.....	[149]
Number of stockholders in Iowa at same date.....	[14]
Amount of full-paid stock held in Iowa.....	[\$69,400]
Capital stock issued [number of shares, 20,664] amount paid in.	2,068,400.00
Capital stock paid in, common.....	1,899,400.00
Capital stock paid in, preferred, and conditions of preferment.	169,000.00
Interest guaranteed at 7 per cent, secured by mortgage on road between Missouri Valley and California Junction.	<u> </u>
Capital stock, total amount paid in as per books of the company }	
Capital stock, total amount realized in cash.....	2,068,400.00
Capital stock, total amount realized in property	
Capital stock paid in per mile of road owned by company [107.42 miles].....	19,255.26

DEBT.

Funded debt, as follows:

First mortgage bonds (due July 1, 1898, bear interest at — per cent, which is payable January 1 and July 1), amount	\$ 1,628,000.00
United States second mortgage (due January 1, 1898, bear interest at 6 per cent, which is payable January 1, 1898), amount	1,628,320.00

Total amount of funded debt.....	\$ 3,256,320.00
Amount received from the same in cash.....	3,256,320.00
Interest accrued on government debt to June 30, 1879.....	1,073,100.24
Unfunded debt incurred for equipment....	5,000.00
Coupons on first mortgage bonds, due July 1, 1879	48,840.00
Coupons on first mortgage bonds due previous to July 1, 1879..	1,275.00
Other debts—current credit balances, etc....	121,282.85
Total debt liabilities.....	4,505,818.09
Amount of debt liabilities per mile of road .....[107.42 miles]	41,945.80
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments....	4,302,271.98
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 5,350,137.74
Average cost of same per mile	49,805.79
Proportion of same for Iowa	4,007,871.92
Main line extension or alteration of road	None
Branches, extension or alteration of road, specifying each.....	None
Double track extension.....	None
Land, station grounds.....	75
Passenger and freight stations, wood-sheds and water stations.	5,474.69
New locomotives.....	5,000.00
New passenger cars (air-brakes)	603.87
Machine-shop, machinery and tools.....	44.90
New fences	222.13
Side-tracks and crossings.....	1,067.12
Bridges	96.87
Total	\$ 12,510.33
Net addition to property account for the year	12,510.33

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting tracks.

Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. Repairs.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS—IOWA DIVISION.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 4,313.97	\$ 2,445.10	\$ 6,759.07
August,	1878.....	5,062.74	2,710.76	7,773.50
September,	1878.....	4,774.66	2,628.72	7,403.38
October,	1878.....	4,963.64	3,450.68	8,414.32
November,	1878.....	4,879.96	2,334.97	7,214.93
December,	1878.....	3,740.39	2,046.23	5,786.62
January,	1879.....	2,768.04	1,959.75	4,727.79
February,	1879.....	2,517.15	2,188.57	4,705.72
March,	1879.....	2,630.77	2,755.95	5,386.72
April,	1879.....	4,697.57	2,564.14	7,261.71
May,	1879.....	5,034.76	2,471.93	7,506.69
June,	1879.....	5,257.11	2,420.52	7,677.63
Totals		\$ 50,640.76	\$ 29,977.32	\$ 80,618.08

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 6,755.17	\$ 4,018.77	\$ 10,773.94
August,	1878.....	7,083.94	2,688.70	9,772.64
September,	1878.....	7,624.31	3,761.18	11,385.49
October,	1878.....	11,065.43	3,776.77	14,842.20
November,	1878.....	10,995.69	2,624.66	13,620.35
December,	1878.....	10,254.91	2,516.75	12,771.66
January,	1879.....	6,568.76	2,256.16	8,824.92
February,	1879.....	6,635.92	3,614.84	10,250.76
March,	1879.....	5,872.30	4,118.93	9,991.23
April,	1879.....	7,142.52	4,929.62	12,072.14
May,	1879.....	6,608.50	8,785.37	15,393.87
June,	1879.....	7,401.23	4,647.09	12,048.32
Totals		\$ 94,008.68	\$ 47,738.84	\$ 141,747.52

FROM ALL OTHER SOURCES, IN IOWA.

		MAILS.	EXPRESS.	MISCELLA- NEOUS.
July, 1878.....	\$	591.80	\$ 268.05	\$ 339.61
August, 1878.....		591.80	331.70	418.97
September, 1878		591.80	284.89	522.39
October, 1878.....		591.80	213.15	614.56
November, 1878.....		591.80	195.97	350.26
December, 1878.....		591.80	186.89	317.42
January, 1879.....		591.80	117.04	311.83
February, 1879.....		591.80	142.52	382.13
March, 1879.....		591.80	213.94	371.30
April, 1879.....		591.80	246.94	346.73
May, 1879.....		591.80	265.30	348.40
June, 1879		591.83	287.08	317.97
Totals	\$	7,101.63	\$ 2,753.47	\$ 4,641.57

RECAPITULATION OF EXPENSES—IOWA DIVISION.

Receipts from local passengers.....	\$	29,977.32
Receipts from through passengers		50,640.76
Receipts for express.....		2,753.47
Receipts for mails.....		7,101.63
Total receipts from passenger trains.....	\$	90,473.18
Receipts from passenger trains, per train mile run [105,420 miles].....	\$0.839	
Receipts from local freight.....		47,738.84
Receipts from through freight.....		94,008.68
Total receipts from freight trains.....	\$	141,747.52
Receipts from freight and mixed trains, per train mile run, [58,559 miles].....	\$2.454	
Receipts from miscellaneous sources.....		4,641.57
Total earnings.....		236,862.27
Proportion for Iowa.....	[\$236,862.27]	
Earnings per mile of road operated (80.47miles)....	[\$ 2,943.48]	
Per train mile for passenger, freight and mixed trains [163,979 miles]	[\$1.416]	
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?		
Ans. Have changed rates some by adding and deducting fractions. No material change.		

RECEIPTS OTHER THAN EARNINGS.

Receipts from other roads.....	\$	10,006.40
Receipts from sale of real estate, river Sioux town lots.....		76.70
Receipts from all other sources, specifying same, profit and loss account (sundry items).....		6,598.06
*Receipts from Nebraska Air Line lands account, not closed into income account until this year.....		87,484.03
Total receipts for the year.....	\$	104,165.19

*This is not a receipt for this year, but the amount was credited to Nebraska Air Line lands account when received, and has never been closed into income account until this year.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties and rails.....	\$ 24,978.98
Repairs of track—new ties No. 29,957, cost per tie \$0.44 38-100.	13,295.34
Repairs of bridges—labor and supplies.....	17,396.36
Repairs of fences—labor and supplies.....	459.97
Repairs of buildings—stations and water-tanks, etc.....	3,253.32
Repairs of telegraph	360.25
New rails—No. 197 31-100 tons iron, cost \$8,336.83 less credit for old rails, 195 60-100, \$2,891.35.....	5,445.48
New rails—No. tons steel.....	None
All other expenditures chargeable to this account.....	2,846.06
Total.....	\$ 68,035.76

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of passenger locomotives—labor.....	\$ 1,427.77
Repairs of passenger locomotives—supplies.....	317.85
Repairs of freight locomotives—labor.....	5,840.04
Repairs of freight locomotives—supplies.....	1,926.30
Repairs of passenger, baggage, mail and express cars—labor..	\$ 2,079.79
Repairs of passenger, baggage, mail and express cars—supplies	1,293.63
Repairs of freight cars—labor.....	3,912.66
Repairs of freight cars—supplies.....	3,037.33
All other expenses chargeable to this account	593.09
Total.....	\$ 20,428.46

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$ 16,720.71
Oil, waste and lights.....	1,194.24
Wages of employes, conductors, engine-men, brakemen, station-men (all grades) and clerks.....	31,878.70
Miscellaneous train and station supplies.	} 2,279.95
Miscellaneous train and station expenses.....	
Water supply	70.45
Telegraph operation.....	1,081.70
Loss and damage of goods.....	21.19
Injuries to persons.....	2.75
Damages to property, including damages by fire.....	836.96
Hire of cars.....	2,009.39
Legal expenses.....	533.84
Total	\$ 56,629.88

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	}	\$	7,838.41
General office expenses, including clerk hire, rent, fuel, lights, etc.....			
Insurance.....			33.75
Taxes in Iowa.....			7,115.23
Advertising.....			339.85
Printing and stationery.....			1,021.23
Total.....		\$	16,348.47

RECAPITULATION OF EXPENSES.

Total expenses of operating the road in Iowa (embraced in classes 1, 2, 3 and 4).....	\$	161,442.57
Proportion for Iowa.....		
Per mile of road operated in Iowa.....	[\$2,006.24]	
Per train mile for passenger, freight and mixed trains [163,979 miles].....	[\$0.9845]	
Expense of running and management of passenger trains....		22,847.84
Expense of running and management of passenger trains per train mile [105,420 miles].....	[21 67-100 cents]	
Expense of running and management of mixed and freight trains.....		25,280.75
Expense of running and management of mixed and freight trains per train mile [58,559 miles].....	[43 17-100 cents]	
Percentage of expenses to earnings.....	[.68 159-1000]	
Net earnings per train mile [163,979 miles]	[1.1226]	

GENERAL RECAPITULATION.

Total earnings	\$	238,862.27
Total receipts during the year { 341,027.46 }	} [\$253,543.43]	
Less 87,484.03 }		
Total operating expenses.....		161,442.57
Net earnings—earnings above operating expenses		75,419.70
Total receipts above operating { 179,484.89 }	} ... [\$92,100.86]	
expenses..... { Less 87,484.03 }		
Percentage of net earnings to stock and debt.....	[.01147]	
Percentage of net earnings to cost of road and equipment. . .	[.0041]	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$	110,364.25
Interest falling due or accrued during the year, but not paid..		49,425.00
Total interest liability for the year.....		109,510.00
Receipts less than operating expenses and interest, and other charges to income account.....		36,335.50
Amount paid during the year for permanent improvements and charged to cost of road.....		12,510.33
Amount paid during the year for permanent improvements and charged to operating expenses.....		No data
Floating debt liquidated during the year.....		Increased
Dividends declared.....		None
Balance for the year, or surplus.....		None
Total surplus.....		None

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Dr.

Construction.....	\$ 5,350,137.74
Stock of material.....	32,164.74
Stock of fuel.....	14,568.42
D. P. Kimball, Tr.....	21,078.85
Cash.....	3,825.46
Various persons.....	2,596.34
U. S. Ind. Dept.....	867.71
U. S. Q. M. Dept.....	31,634.28
U. S. P. O. Dept.....	69,925.63
G. T. Crandell, paymaster.....	146.04
Moingona Coal Company.....	484.46
Agents.....	17,135.19
F. E. & M. V. Railroad, construction account.....	4,103.99
Immature coupons.....	15.00
Purchased bonds....	5,000.00
Dividends on preferred stock.....	5,915.00
Rental.....	4,318.13
Interest.....	97.59
Car service.....	1,915.21
Operating expenses.....	96,967.39
Interest on first mortgage bonds.....	48,840.00
Land taxes.....	13.72
Total	\$ 5,711,750.89

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

Cr.

Capital stock, common.....	\$1,899,400.00	\$ 2,068,400.00
Capital stock, preferred.....	169,000.00	
First mortgage bonds....	1,628,000.00	3,256,320.00
U. S. Government bonds.....	1,628,320.00	
F. E. & M. V. Railroad Company.....		24,776.94
I. F. & S. City Railroad.....		11,073.99
Chi., Iowa & Neb. Railroad.....		17,600.00
C. R. & M. Railroad.....		25,000.00
Matured coupons.....		50,115.00
Bills payable.....		5,000.00
Vouchers.....		19,268.40
Pay rolls.....		14,588.07
Sundry railroads.....		8,975.45
River Sioux town lots.....		112.45
Freight earnings		78,329.63
Passenger earnings.....		27,603.53
Mail earnings		2,613.33
Express earnings.....		940.99
Miscellaneous earnings.....		1,223.88
Profit and loss.....		395.38
Income.....		99,413.85
Total.....		\$ 5,711,750.89

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Missouri Valley to short distance north of Onawa, 41 37-100 miles, November 28, 1867.	
From short distance above Onawa to short distance north of Sloan, 13 50-100 miles, December 27, 1867.	
From short distance above Sloan to Sioux City, 20 20-100 miles, March 1, 1868.	
From California Junction to Fremont, Nebraska, 32 35-100 miles, February 11, 1869.	
Length of main line of road completed, from Sioux City to Missouri Valley and Fremont	107.42
Length of main line of road completed in Iowa.....	80.47
Length of main line of road completed in Nebraska.....	26.95
Total length of road belonging to this company.....	107.42
Aggregate length of sidings and other tracks not above enumerated.....	12.68
Same in Iowa.....	8.87
Aggregate length of tracks belonging to this company computed as single track.....	120.10
Same in Iowa.....	89.34
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails.....	None
Total length of tracks belonging to this company laid with iron rails [weights per yard 56 lbs.].....	120.10

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

Name, description, and length of each:	
Fremont, Elkhorn & Missouri Valley Railroad (from Fremont to Wisner, Neb.), length.....	51.09
Total length of above road	51.09
Total length of above road in Iowa.....	None
Total length of above road in Nebraska	51.09
Total miles of road operated by this company	158.51
Total miles of road operated by this company in Iowa.....	80.47

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, none; aggregate length	*160 feet
Iron and wood combination, number of, 2 (in Iowa); aggregate length	340 feet
Wooden trestles, on Iowa division; aggregate length.....	5,424 feet
Culverts, number of, 3; aggregate length.....	24 feet

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Across Floyd river, one mile south of Sioux City station....	Double intersection and Pratt combination truss	Wood & iron.	180 feet ..	April, 1879 ...

*Of "wooden bridges," reporting "none," how can this be?

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
 Illinois Central (freight track) Railroad, at Sioux City, within city limits.
 Number of crossings of highways at grade in this State without protection 89
 Number of crossings of highways at grade in this State at which there are gates or flagmen..... None
 Number of crossings of highways over railroad..... None
 Number of crossings of highways under railroad..... None
 Number of highway bridges 18 feet above track..... None
 Number of highway bridges less than 18 feet above track None
 What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
 Ans. Illinois Central Railroad, Sioux City, Iowa, crossing within city limits. Speed of trains not to exceed six miles per hour; to stop for our trains. Illinois Central trains come to a full stop. Their track is used only for freight purposes. Regulations found to be sufficient.
 What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
 Ans. The whistle must always be sounded eighty rods before reaching a public highway crossing at grade. Engine bell must be rung eighty rods before crossing a public highway, and continue to ring until it is passed.

STATIONS.

Number of stations..... 22
 Same in Iowa 12

FENCING.

How many miles of fencing have you on your road in Iowa?.... 7.18
 How many miles of fencing have you built during the year?..... None.
 Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
 Ans. 57.30 miles in Harrison county; 46.01 miles in Monona county; 39.77 miles in Woodbury county. Aggregate amount, 143.08 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender..... 2
 Number of locomotives of more than 20 tons weight, exclusive of tender 11
 Number of locomotives of more than 10 tons weight, exclusive of tender..... None
 Number of passenger cars, 12 wheel..... None
 Number of passenger cars, 8 wheel..... 8
 Number of express and baggage cars..... 6
 Number of box freight cars 73
 Number of stock cars 20
 Number of platform cars 27
 Number of coal cars 18
 Number of conductors' way cars 6
 Other cars as follows: 1 pay and officers' car, 2 bridge, 1 pile driver. 4
 Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.
 Ans. 360 tons in Iowa; 28 tons weight of engine.

Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.
Ans. 22 ton engine, 5 cars; 28 ton engine, 9 cars.
Number of locomotives equipped with train-brake 3
Number of passenger cars equipped with train-brake..... 5
What kind of train-brake is used on your road?
Ans. Westinghouse air-brake.
Number of passenger cars with Miller platform and buffer 8
Number of passenger cars with any other platform and buffer..... None

TELEGRAPHS.

	ICWA DIV.	TOTAL.
Miles of telegraph operated by company	80.47	107.42
Miles of telegraph owned by company.....	80.47	107.42
Number of telegraph offices in company's stations.....	10	13
Number of telegraph stations operated by company	4	5
Number of telegraph stations operated jointly by rail and telegraph companies	6	8

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year	105,420
Miles run by freight trains	50,033
Miles run by mixed trains.....	8,526
Total mileage of passenger, freight and mixed trains	163,979
Miles run by construction and other trains	4,794
Total train miles run	168,773
Miles run by rented cars	695,685
Number of through passengers.....	18,861
Number of local passengers.....	30,704
Total number of passengers carried.....	49,565
Total passenger mileage, or passengers carried one mile.....	2,229,316
Average amount received from each passenger.....	\$1.62
Average distance traveled by each passenger.....	44.75 miles
Number of tons of through freight carried	97,943.023
Total mileage of through freight	3,915,870.974
Number of tons of local freight carried.....	37,587.397
Total mileage of local freight.....	1,775,082.196
Total tons of freight carried....	135,530.420
Total freight mileage, or tons carried one mile	5,790,953.170
Highest rate of fare per mile, for any distance.....	.04 cents
Lowest rate of fare per mile, for any distance (single fare)...	.03 cents
Average rate of fare per mile received for through passengers.....	Not kept separate.
Average rate of fare per mile received for local passengers	
Average rate of fare per mile received for all passengers ...	.03.61 cents
Average rate received per mile per ton for through freight.	.02.40 cents
Average rate received per mile per ton for local freight ....	.02.68 cents
Average rate received per mile per ton for all freight carried	.02.45 cents
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains ...	18.02

Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers...	108 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	232 tons
Rate of speed of passenger and express trains, including stops	22.26 m'ls per h'r
Rate of speed of freight trains, including stops	11.21 m'ls per h'r

TONNAGE OF ARTICLES TRANSPORTED.

	(IOWA DIVISION FREIGHT.)	TONS.	PER CENT.
Grain		21,275.271	22.8
Flour.....		1,129.557	01.2
Provisions (beef, pork, lard, etc.).....		1,975.632	02.1
Animals		6,501.957	06.9
Other agricultural products		987.614	01.1
Lumber and forest products.....		28,237.798	30.2
Coal.....		3,799.735	04.1
Plaster		352.428	00.4
Salt		1,528.591	01.6
Petroleum.....		No record.	
Railroad iron—iron and steel rails		3,359.093	03.6
Stone and brick		409.500	00.4
Manufacures—articles shipped from point of production..		3,228.358	03.4
Merchandise and other articles, not enumerated above....		20,724.602	22.2
Total tons carried.....		93,510.136	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; one and one-half first-class rates on all packages weighing in excess of twenty pounds, except on the following articles destined to or coming from points east of Missouri Valley, on which we get one and one-tenth first-class rates, viz: beer, butter, eggs, poultry, game, furs, fruit and vegetables.

TRANSPORTATION COMPANIES.

What amount have you paid other corporations, car-loaning companies (stock companies), or individuals, not operating railroads, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each?		
United States Rolling Stock Company, New York City, rental ten flat cars	\$	42.93
Davenport & Northwestern Railway, Davenport, Iowa, rental ten flat cars.....		180.00
Total amount paid	\$	222.93

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars run on night trains between Missouri Valley and Sioux City, we paying three cents per mile to owners (St. Paul & Sioux City Railroad Company); sleeping-car fare between Council Bluffs or Missouri Valley and Sioux City, \$1.50; St. Paul, \$2.00—additional to regular passenger fare.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. The United States Government withholds all compensation for mail service.

LANDS—CONGRESSIONAL GRANT.

See report for year ending June 30, 1879—there has been no change.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

February 12, 1879. Augustus Smith; passenger; jumped off wrong side of coach at Modale station before train stopped and fell to ground, injuring arm and leg; not seriously; had been drinking.

February 22, 1879. James Smith Bruner; tramp; fell off train; evidently from brake-beam, while train was running through city limits at Onawa, Iowa; badly bruised but no bones broken; had been drinking and was stealing a ride.

April 17, 1879. George Tice; bridge carpenter (employee); fell from pile-driver car while working upon Floyd bridge; was badly bruised and part of tongue cut off; has fully recovered since.

No train accidents.

RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—passengers, from misconduct or want of caution.....	1
Injured—employees, from misconduct or want of caution.....	1
Others—stealing rides.....	1

Total injured..... 3

In view of the many accidents which occur from railway employees getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents.

Ans. None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Oliver Ames, North Easton, Mass.
Vice-President—D. C. Blair, Belvidere, New Jersey.
Secretary—P. E. Hall, Cedar Rapids, Iowa.
Treasurer—David P. Kimball, Boston, Massachusetts.
General Manager—P. E. Hall, Cedar Rapids, Iowa.
Superintendent—F. C. Hills, Missouri Valley, Iowa.
Chief Engineer—J. E. Ainsworth, Missouri Valley, Iowa.
Superintendent of Telegraph—F. W. Conger, Missouri Valley, Iowa.
Auditor—G. T. Crandell, Cedar Rapids, Iowa.
General Passenger Agent—F. C. Hills, Missouri Valley, Iowa.
General Freight Agent—F. C. Hills, Missouri Valley, Iowa.
Attorneys, General and Local—Joy & Wright, Sioux City, Iowa; E. S. Bailey, Clinton, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

John B. Alley, Lynn, Massachusetts.
 Fred. L. Ames, North Easton, Massachusetts.
 Oliver Ames, North Easton, Massachusetts.
 John I. Blair, Blairstown, New Jersey.
 D. C. Blair, Belvidere, New Jersey.
 James Blair, Scranton, Pennsylvania.
 P. S. Crowell, Boston, Massachusetts.
 Jos. Nickerson, Boston, Massachusetts.
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.
 Date of annual meeting of stockholders, third Wednesday in May.
 Fiscal year of the company, March 31st.

STATE OF MASSACHUSETTS, {
 COUNTY OF SUFFOLK. }

Oliver Ames, President of the Sioux City and Pacific Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

OLIVER AMES.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 5th day of September, A. D. 1879.

DAVID P. KIMBALL,

Commissioner for Iowa in the State of Massachusetts.

Received and filed at the office of the Commissioners of Railroads, this 10th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT
OF THE
DAKOTA SOUTHERN AND SIOUX CITY & PEMBINA
RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 1,800,000.00
Par value of shares	[\$100.00]
Average price received per share.....	[cannot tell.]
Number of stockholders at date of last election. [eight persons.]	
Number of stockholders in Iowa at same date.....	[none.]
Amount of full-paid stock held in Iowa.....	[none.]
Capital stock authorized by vote of company [number of shares, 18,000]	
Capital stock taken by the Combination Company.....	1,800,000.00
Capital stock preferred, and conditions of preferment, D. S. R. R.....	600,000.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc.....	\$ 1,000,000.00
Estimated value of rolling stock	75,000.00
Estimated value of stations, buildings, and fixtures.....	6,000.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....	4,000.00
Estimated value of property per mile of road [119.9 miles]....	9,049.20

DEBT.

Funded debt, as follows:	
First mortgage bonds (due February 1 and August 1, bear in- terest at 7 per cent, which is payable semi-annually) amount.....	\$19,530.00— \$600,000.00
Less sinking fund.....	42,000.00

First mortgage bonds (due December 1 and June 1, bear interest at 7 per cent, which is payable semi-annually), amount.....	\$15,500.00—	300,000.00
Second mortgage bonds—none.		
Income or other mortgage bonds—none.		
Total amount of funded debt.....		900,000.00
Amount received from the same in cash.....[80 cents.]		720,000.00
Amount received from the same in property.....[none.]		
Unfunded debt incurred for construction.....	none.	
Unfunded debt incurred for equipment.....	none.	
Unfunded debt incurred for real estate.....	none.	
Unfunded debt incurred in any other manner, and how.....	none.	
Total debt liabilities. (See balance sheet.)		
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments, contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	none.	

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment. This is one account in our books, and stands as per balance sheet.....	\$	3,246,262.80
Proportion of same for Iowa.....		389,162.97

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Branches—extension or alteration of road, specifying each, Portlandville to Beloit, Iowa.....	\$	205,221.91
Passenger and freight stations, wood-sheds and water stations		4,200.00
Engine-houses, car-sheds, and turn-tables.....		500.00
New locomotives.....one		5,500.00
New fences.....one mile		224.00
Total.....	\$	215,645.91
Property sold and credited property account during the year..		None.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. If such improvements were made we should charge it to operating, as we consider construction as extension only.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1878.....	\$ 4,711.92	\$ 14,818.85
August,	1878.....	4,969.74	10,367.21
September,	1878.....	5,522.58	12,739.46
October,	1878.....	4,543.22	17,286.72
November,	1878.....	3,966.66	20,386.46
December,	1878.....	2,839.84	16,842.32
January,	1879.....	3,293.15	15,644.28
February,	1879.....	3,285.39	13,068.00
March,	1879.....	4,802.08	12,152.57
April,	1879.....	5,310.98	11,146.67
May,	1879.....	6,407.72	11,025.70
June,	1879.....	4,209.58	8,734.97
Totals		\$ 53,862.86	\$164,213.21

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANE- OUS.
July,	1878.....	\$ 475.81	\$ 280.94	\$ 67.87
August,	1878.....	475.79	238.63	1.35
September,	1878.....	424.39	229.28	34.51
October,	1878.....	458.65	215.72	54.48
November,	1878.....	458.65	155.46	55.67
December,	1878.....	458.65	178.16	276.60
January,	1879.....	458.67	143.56	164.84
February,	1879.....	458.65	169.93	152.55
March,	1879.....	458.65	179.51	146.83
April,	1879.....	458.67	192.07	55.70
May,	1879.....	458.67	242.96	128.51
June,	1879.....	458.65	362.28	30.98
Totals.....		\$ 5,503.90	\$ 2,588.50	\$ 1,169.89

RECAPITULATION OF EARNINGS.

Receipts from local passengers (not kept)	}	\$	53,862.86
Receipts from through passengers (separate)			
Receipts for express			2,588.50
Receipts for mails			5,503.90
			<hr/>
Total receipts from passenger trains		\$	61,955.26
Receipts from passenger trains, per train mile run [48,079 miles]		\$ 1.12	
Receipts from local freight	}		164,213.21
Receipts from through freight			
Receipts from freight trains, per train mile run [48,079 miles]		\$ 3.41	
Receipts from miscellaneous sources			1,169.89
			<hr/>
Total earnings		\$	227,338.36
Proportion for Iowa		[\$23,581.46]	
Earnings per mile of road operated [119.9 miles]. [		*\$227,338.36]	
Per train mile, for passengers, freight and mixed trains [96,158 miles]		[\$2.36]	
Have you made any advance or reduction in freight since the passage of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?			
Ans. No change made.			

RECIPTS OTHER THAN EARNINGS.

Receipts from other roads	None
Receipts from sinking fund investment	42,000.00
	<hr/>
Total receipts for the year	\$ 227,338.36

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties ...	\$	29,125.78
Repairs of track—new ties, No. 28,640; cost per tie, 38 cents ...		10,438.38
Repairs of bridges—labor and supplies		9,916.61
Repairs of fences—labor and supplies		395.71
Repairs of buildings—stations and water-tanks, etc.		374.27
Repairs of telegraph (not owned by us).		
Tools for road work		576.06
Road crossings, signs, etc.		176.05
New rails—No. tons iron, re-rolling old iron less credit for old rails, cost \$19.50 per ton		2,396.59
All other expenditures chargeable to this account (slides and wash-outs)		3,228.60
		<hr/>
Total	\$	56,628.05

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	11,418.36
Repairs of all kind of cars, etc.		8,506.02
		<hr/>
Total ..	\$	19,924.38

*Evidently an error.—COMMISSIONERS.

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	18,028.36
Oil, waste and lights		997.56
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks		24,356.38
Miscellaneous train and station supplies and expenses....		5,547.95
Telegraph operation.....		892.79
Loss and damage of goods.....		121.15
Injuries to persons		124.40
Damage for stock killed.....		266.49
Damages to property, including damages by fire.....		236.70
Hire of cars.....		3,442.99
Legal expenses.....		383.70
All other expenses chargeable to this account (rent Sioux City & Pacific Railroad yard).....		3,089.64
Total	\$	57,488.11

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	}	\$	5,682.30
General office expenses, including clerk hire, rent, fuel, lights, etc.			
Insurance.....			98.75
Taxes in Iowa.....			2,160.89
Taxes in other States.....			4,871.94
Advertising.....			203.60
Printing and stationery			2,022.06
All other expenses chargeable to this account.....			2,638.94
Total	\$		17,678.48

RECAPITULATION OF EXPENSES.

Total expenses of operating the road, (<i>embraced in classes 1, 2, 3 and 4</i>).....	\$	151,719.02
Proportion for Iowa.....	[\$12,885.55]	
Percentage of expenses to earnings, with taxes....	[66.7]	
Net earnings per train mile.....	[9,658 miles] [78 cents]	

GENERAL RECAPITULATION.

Total earnings.....	\$	227,338.36
Total operating expenses.....		151,719.02
Net earnings—earnings above operating expenses.....		75,619.34
Total receipts above operating expenses	[\$75,619.34]	
Percentage of net earnings to stock and debt.....	[.02 ½]	
Percentage of net earnings to cost of road and equipment.....	[.02 ½]	

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$	60,060.00
Interest falling due during the year, but not paid.....	All paid up	
Receipts above operating expenses and interest.....		15,559.34
Amount paid during the year for permanent improvements and charged to cost of road. All charged to operating account.....		
Balance for the year, or surplus in materials on hand.....		11,146.66
Total surplus applied to construction.....		15,559.34
Paid to sinking fund.....	\$42,000.00	

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Construction account D. S. and S. C. & Pembina R'y.....	\$ 3,246,282.80
Materials on hand.....	11,146 66
Taxes accrued.....	4,153.85
Interest.....	26,816.72
Operating, January 1 to June 30.....	83,737.84
Assets.....	5,546.54
Rolling stock.....	5,752.70
Sinking fund.....	42,000.00
Total.....	\$ 3,425,437.11

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Common stock D. S. R. R.....	\$ 1,500,000.00
Preferred stock D. S. R. R.....	600,000.00
Common stock S. C. & Pembina R. R.....	300,000.00
First mortgage bonds S. C. & Pembina R. R.....	300,000.00
First mortgage bonds D. S. R. R.....	600,000.00
Gross earnings account January 1 to June 30.....	103,802.77
Liabilities (other).....	21,634.34
Total.....	\$ 3,425,437.11

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use?	
From Sioux City, Iowa, to Elk Point, October 15, 1872.	
From Elk Point, D. T., to Vermillion, November 30, 1872.	
From Vermillion to Yankton, February 1, 1873.	
From Davis Junction to Portlandville, January 25, 1876.	
From Portlandville, Iowa, to Beloit, Iowa, January 1, 1879.	
Length of main line of road completed from Sioux City to Yankton	61.5
*Length of main line of road completed from Sioux City to Beloit..	64.9
Length of main line of road completed in Iowa.....	42.5
Branches owned by company, viz:—	
Sioux City & Pembina, length, north and south.....	51.7
Total length of branches owned by company in Iowa.....	42.5
Total length of road belonging to this company.....	113.00
Aggregate length of sidings and other tracks not above enumer- ated.....	5.9
Same in Iowa.....	1.0
Aggregate length of tracks belonging to this company computed.... as single track.....	119.9
Same in Iowa.....	42.5
Gauge of track.....	4 ft. 8½ in.
Total length of tracks belonging to this company laid with steel rails	None
Total length of tracks belonging to this company laid with iron rails [Weights per yard, 45 lbs.].....	
Total miles of road operated by this company, with sidings.....	119.9
Total miles of road operated by this company, in Iowa.....	42.5

*NOTE.—Run on same track from Sioux City to Davis Junction, 13.2 miles.

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 89 ; aggregate length, feet.....	9,316
Stone bridges, number of.....	None
Culverts, number of 55 ; aggregate length, feet.....	440

BRIDGES RE-BUILT WITHIN THE YEAR.

LOCATION.	KIND.	MATE- RIAL.	LENGTH.	WHEN BUILT.
Rig Sioux.....	Truss and trestle ...	Wood	800	March 1879... ..

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Ans. None.

What railroads cross your road either over or under your grade in this State,
and where?
Ans. None.

Number of crossings of highways at grade in this State without pro-
tection 32

Number of crossings of highways at grade in this State at which
there are gates or flagmen..... None

What regulations govern your employes in regard to the crossings of public
highways, and are these regulations found to be sufficient?

Ans. We follow the requirements of the statutes, and find them to be suffi-
cient; have had no accidents at crossings since road has been in opera-
tion.

STATIONS.

Number of stations.....	19
Same in Iowa.....	6

EMPLOYES.

Number of persons regularly employed on all roads operated by
company, including officials..... 143

Same in Iowa..... 40

FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. Two miles.

How many miles have you built during the year?

Ans. One mile.

What was the average cost per rod?

Ans. Seventy cents.

The total cost of same..... \$ 448.00

Give the miles of fence needed on both sides of your track in each county in
Iowa through which your road runs, and the aggregate amount in miles?

36.22 miles in.....Plymouth county. 33.62 miles in....Sioux county.

3.66 miles in.....Lyon county. 7.56 miles in....Woodbury county.

Aggregate amount, 81.06 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	
Number of locomotives of more than 20 tons weight, exclusive of tender [26 tons each].....	5
Number of locomotives of more than 10 tons weight, exclusive of tender.....	
Number of passenger cars—combination.....	1
Number of passenger cars—12-wheel.....	
Number of passenger cars—8-wheel.....	2
Number of express and baggage cars.....	2
Number of box freight cars.....	49
Number of platform cars.....	19
Number of coal cars.....	24
Number of conductors' way cars.....	2
Other cars as follows: hand cars, 17; dump cars, 8.....	25
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 225 tons.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used?	
Ans. 26 tons; 10 estimated.	
Number of locomotives equipped with train-brake.....	None
Number of passenger trains equipped with train-brake.....	None
What kind of train-brake is in use on your road?	
Ans. Common wheel brake.	
Number of passenger cars with Miller platform and buffer, including combination.....	3
Number of passenger cars with any other platform and buffer.....	None

TELEGRAPHS.

Miles of telegraph on line operated by company.....	None
Miles of telegraph owned by company.....	None
Number of telegraph offices in company's stations.....	None
Number of telegraph stations operated by company.....	7
Number of telegraph stations operated jointly by rail and telegraph companies.....	

MILEAGE, TRAFFIC, Etc.

Miles run by passenger trains carried during the year.....	48,079
Miles run by freight trains.....	682,774
Miles run by mixed trains, car mileage.....	
Total mileage of passenger, freight and mixed trains.....	730,853
Total train miles run, car mileage.....	730,853
Miles run by rented cars.....	527,703
Number of through passengers. { Not kept separate.....	
Number of local passengers.... }	
Total number of passengers carried.....	23,734
Total passenger mileage, or passengers carried one mile.....	1,106,767
Total tons of freight carried.....	74,684
Total freight mileage, or tons carried one mile.....	3,666,592
Highest rate of fare per mile for any distance.....	.05½
Lowest rate of fare per mile for any distance (single fare), land examination.....	.02
Lowest rate of fare per mile for any distance (single fare), emigrant.....	.02½

Average rate of fare per mile received for through passengers:	
Local.....	.05
1,000 miles.....	.03
500 miles.....	.04
Average rate of fare per mile for <i>all</i> passengers .....	.04 8-10
Average rate received per mile per ton for all freight carried.	.04 5-10
Average number of cars in passenger trains, including baggage cars.....	2
Average number of cars in freight trains.....	15
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers (est.)....	66 tons
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	176 tons
Rate of speed of passengers and express trains, including stops	15 miles
Rate of speed of freight trains, including stops	12 miles

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	30,154	.40
Flour.....	1,263	.01
Provisions (beef, pork, lard, etc.)	427	.00½
Animals.....	2,497	.03
Other agricultural products.....	639	.00¾
Lumber and forest products.....	13,054	.20
Coal.....	1,991	.02½
Plaster.....	100	.00¼
Salt.....	755	.01
Railroad iron, iron and steel rails.....	9,241	.13
Stone and brick.....	1,063	.01
Manufactures, articles shipped from point of production	1,276	.01
Merchandise and other articles not enumerated above.....	12,224	.16
Total tons carried.....		74,684

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company pay us one and a-half first-class tariff, and in some cases first and 10 per cent; take express matter at their own office at terminus of roads, and at our stations between points. Our agents are theirs, except at terminus.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. No transportation companies on our line; but foreign cars are paid for at ¾c. per mile on our road, and we receive same rate on foreign roads for ours. Car hire, see "operating cost" last year, \$3,442.99.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$4,426.56 per annum, Dakota Southern Railroad, ending June 30, 1879; \$1,283.00 per annum, Sioux City and Pembina Railroad, ending June 30, 1879.

CONGRESSIONAL, STATE OR SWAMP LAND GRANT.

State the number of acres of land your company has already received from Congressional grants.

Ans. None.

SUMMARY.

State the value of donations of right of way and station grounds to your company?

Ans. Estimated, \$2,000.00.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Yankton, D. T., voted \$200,000 bonds in 1872, in exchange for stock of railroad; Elk Point, D. T., gave \$15,000 in bonds, in 1872, to aid Sioux City and Pembina Railroad; Sioux City township voted three per cent tax in 1871, and has collected and paid to said company about \$46,000; Sioux township, Plymouth county, Iowa, voted four per cent tax in 1871, which was collected and paid—about \$10,000; Johnson township, Plymouth county, voted a five per cent tax in 1871, amounting to \$6,000—about \$4,000 paid; Sioux county, in 1878, voted \$6,000, of which \$3,800 is paid; Lyon county voted \$3,000—\$750 paid.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

October, 1878, I. Kudeler; laborer; broke his arm; carelessly handling railroad iron.

October, 1878. H. Kuth; girl; walking on trestle bridge at night, at Yankton, D. T.; engineer Durgin, backing his engine to round-house, knocked her off bridge; no bones broken, but bruised.

RECAPITULATION OF ACCIDENTS.

Total killed.....	None
Injured—Employes—from causes beyond their control.....	1
Others—trespassing on track, etc.....	1—
	2

Total injured.....	2
--------------------	---

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents?

Ans. We use the simplest and best kind there is made.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—John C. G. Wicker, Sioux City, Iowa; residence, Battle Creek, Michigan.

Vice-President—John W. W. Brookings, Sioux Falls, D. T.

Secretary—J. R. Hansen, Yankton, D. T.

Treasurer—G. E. Merchant, Sioux City, Iowa.

General Manager—John C. G. Wicker (as above).

General Superintendent—G. E. Merchant, Sioux City, Iowa.

Assistant General Superintendent—G. H. Briggs.

Division Superintendents—None.

Chief Engineer—J. S. Wattles, Sioux City, Iowa.

Superintendent of Telegraph—G. W. Naile, Sioux City, Iowa.

Auditor—C. H. Longman, Sioux City, Iowa.

General Passenger Agent—G. E. Merchant, Sioux City, Iowa.

General Freight Agent—G. E. Merchant, Sioux City, Iowa.

Attorneys, General and Local—N. H. Briggs, Sioux City, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

John C. G. Wicker, Battle Creek, Michigan.
 J. C. McVay, Yankton, Dakota Territory.
 J. R. Sanborn, Yankton, Dakota Territory.
 D. T. Bramble, Yankton, Dakota Territory.
 G. E. Merchant, Sioux City, Iowa.
 W. W. Brookings, Sioux Falls, Dakota Territory.
 N. H. Briggs, Sioux City, Iowa.

General offices at Yankton, Dakota Territory.
 Date of annual meeting of stockholders, last Tuesday in October.
 Fiscal year of the company, December 31st.

Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately.)

C. G. Wicker, 12,500; Yankton Co., 2,000; Elk Point, 150; W. W. Brookings, 100; J. M. Stone, 50; J. R. Hansen, 50; D. T. Bramble, 50; J. Whitmore, 50; not recorded, 50.

STATE OF IOWA, }
 COUNTY OF WOODBURY. }

G. E. Merchant, C. H. Longman, of the Dakota Southern & Sioux City & Pembina Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
 [L. S. OF R. R.]

G. E. MERCHANT,
Superintendent.
 C. H. LONGMAN,
Auditor.

Subscribed and sworn to before me, this 29th day of August, A. D. 1879.

[L. S.] T. G. HENDERSON,
Notary Public, in and for Woodbury county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 1st day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

SIOUX CITY & ST. PAUL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,500,000.00
Par value of shares.....	[\$100.00]
Average price received per share.....	[100.00]
Number of stockholders at date of last election.....	[142]
Number of stockholders in Iowa at same date.....	[1]
Amount of full-paid stock held in Iowa.....	[\$5,000.00]
Capital stock authorized by vote of company [number of shares, 28,000].	
Capital stock issued [number of shares, 28,000] amount paid in.	2,800,000.00
Capital stock paid in on shares not issued... [No. shares none]	
No preferred stock has been issued.	
Capital stock, total amount paid in as per books of the company.....	2,800,000.00
Capital stock, total amount realized in cash.....	[\$2,800,000.00]
Capital stock, total amount realized in property.....	[Nothing]
Capital stock paid in per mile of road owned by company.....	[123½ miles]
	22,672.00

DEBT.

Funded debt, as follows:	
First mortgage bonds (due November 1, 1901, bear interest at 8 per cent, which is payable semi-annually), amount	\$ 1,740,000.00
Second mortgage bonds (due November 1, 1901, bear interest at 8 per cent, which is payable semi-annually), amount	503,000.00
Equipment mortgage bonds (due June 1, 1878, bear interest at 10 per cent, which is payable semi-annually), amount	98,000.00
Income or other mortgage bonds (due ———, bear interest at 8 per cent, which is payable ———), amount	293,240.00
Total amount of funded debt.....	\$ 2,634,240.00

The above statement of stock and funded debt exhibits the condition of the company as it appears on the general books, June 30, 1879.

The company is, however, in process of reorganization and consolidation with the St. Paul & Sioux City Railroad Company, and as the stocks and bonds are being exchanged, at the transfer agency in New York City, from day to day, the exhibit here given (or any exhibit that could be made at the general office at present) would fail to give any satisfactory idea of the actual condition as it will probably be when this report shall be published.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 5,507,774.19
Average cost of same per mile	37,214.69
Proportion of same for Iowa.....	55 per cent
Main line extension or alteration—road and track	16,794.25
New freight cars.....	2,812.95
Total	\$ 19,607.20

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor?

Ans. We charge to "construction" the difference between the cost of renewing iron rails with iron, and replacing them with steel; also the difference between the cost of renewing wooden bridges with wood and replacing with iron and stone structures.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878	\$	8,043.06	\$ 17,130.79
August, 1878		9,727.23	16,525.60
September, 1878		8,922.12	19,578.86
October, 1878		9,576.51	33,667.20
November, 1878		8,444.23	29,495.61
December, 1878		5,830.66	22,850.37
January, 1879		3,896.51	16,694.33
February, 1879		4,368.08	13,899.12
March, 1879		7,670.93	20,359.58
April, 1879		8,659.62	17,514.51
May, 1879		8,090.56	19,978.72
June, 1879		7,289.85	19,648.21
Totals	\$	90,519.36	\$ 247,342.90

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.	MISCELLANEOUS.
July, 1878	\$	560.10	\$ 500.00	\$ 1,174.64
August, 1878		560.10	500.00	1,041.98
September, 1878		560.10	500.00	615.22
October, 1878		560.10	500.00	1,078.72
November, 1878		560.10	500.00	817.16
December, 1878		1,185.16	500.00	5,432.70
January, 1879		560.10	315.66	363.39
February, 1879		560.10	306.48	1,476.83
March, 1879		560.10	421.77	875.12
April, 1879		560.10	485.49	642.13
May, 1879		560.10	552.12	875.29
June, 1879		560.12	501.56	465.79
Totals	\$	7,346.28	\$ 5,583.08	\$ 14,861.97

RECAPITULATION OF EARNINGS.

Receipts from local passengers	}	\$	90,519.36
Receipts from through passengers.....			
Receipts for express.....			5,583.08
Receipts for mails.....			7,346.28
			<hr/>
<i>Total receipts from passenger trains.....</i>		\$	103,448.72
Receipts from passenger trains, per train mile run [96,466 miles]		\$ 1.07 2-10	
Receipts from local freight	}		247,342.90
Receipts from through freight			
			<hr/>
<i>Total receipts from freight trains.....</i>		\$	247,342.90
Receipts from freight trains, per train mile run [134,559 miles].....		\$ 1.83 8-10	
Receipts from miscellaneous sources.....			14,861.97
			<hr/>
<i>Total earnings.....</i>		\$	365,653.59
Proportion for Iowa (55 per cent)			[\$201,109.47]
Earnings per mile of road operated, [148] miles....			[\$ 2,470.63]
Per train mile, for passenger, freight and mixed trains [231,025 miles].....			[\$ 1.58 3-10]

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Total.....\$ 113,103.18

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Total.....\$ 46,753.04

CLASS 3—CONDUCTING TRANSPORTATION.

Total.....\$ 96,697.20

CLASS 4—GENERAL EXPENSES.

Total\$ 20,981.32

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>).....	\$	277,531.44
Proportion for Iowa, 55 per cent.....	[\$152,642.46]	
Per mile of road operated, 81 25-100 per cent	[1,878.67]	
Per train mile for passenger, freight and mixed trains [— miles]	[\$120 1-10]	
Per centage of expenses to earnings	[.76]	
Net earnings per train mile [— miles].....	[\$0.88 2-10]	

GENERAL RECAPITULATION.

Total earnings	\$	365,653.59
Total receipts during the year	[\$365,653.59]	
Total operating expenses.....		277,531.74
Net earnings—earnings above operating expenses		88,121.85
Total receipts above operating expenses	[\$88,121.85]	
Per centage of net earnings to stock and debt.....	[.01 6-10]	
Per centage of net earnings to cost of road and equip- ment	[.01 6-10]	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Amount paid during the year for permanent improvements, and charged to cost of road.....	\$	19,607.20
---	----	-----------

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

Railroad equipment supplies	\$	5,507,774.19
Capital stock (Worthington & Sioux Falls Railroad Co.)		20,000.00
Land bonds (Sioux City & St. Paul).....		4,000.00
Real estate (on hand for sale).....		35,012.30
Bills receivable and town lot contracts (notes)		4,489.55
Geo. I. Seney, trustee, equipment mortgage, cash in his hands for retirement of bonds and to pay interest		4,009.40
W. H. Brown & Bro., cash in their hands		45,000.00
Total	\$	5,620,285.44

PROFIT AND LOSS.

Taxes	\$	13,414.59
Insurance		1,211.38
Interest on floating debt.....		2,899.41
Rents (Illinois Central Railroad Company)	\$14,085.00	
Special equipment	9,188.81—	23,273.81
Balance available for payment of interest on funded debt and capital expenditures.....		47,322.66
Total	\$	88,121.85

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Capital stock.....	\$	2,800,000.00
Bonded debt		2,634,240.00
Floating debt— Bills payable.....	\$ 7,000.00	
Current accounts	39,524.06—	46,524.06
Profit and loss		139,521.38
Total	\$	5,620,285.44

PROFIT AND LOSS.

Net earnings for the year	\$	88,121.85
---------------------------------	----	-----------

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
From St. James to Worthington, November, 1871.
From Worthington to Le Mars, September, 1872.
Length of main line of road completed, from St. James to
Le Mars 123½ miles
Length of main line of road completed in Iowa..... 57¼ miles
Total length of road belonging to this company 123½ miles
Aggregate length of sidings and other tracks not above enumerated 8 11-100 miles
Same in Iowa..... 3 49-100 miles
Gauge of track..... 4 ft. 8½ in.
Total length of track belonging to this company laid with
steel rails [weights per yard 50 lbs.] 12 85-100 ms.
Total length of track belonging to this company laid with iron
rails [weights per yard 50 lbs.]..... 110 65-100 ms.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

Name, description and length of each.
Ans. This company operates, jointly with the Illinois Central Company, the track owned by Iowa Falls & Sioux City Railroad Company (24 miles), between Le Mars and Sioux City, paying \$140.85 (\$16.05 per month from July 1 to October 1, 1878, and \$10.30 per month from October 1, 1878, to June 30, 1879) per annum, as our proportion of interest and taxes thereon and also paying maintenance expenses thereof in proportion to mileage of our cars over same.

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 5; Howe truss; aggregate length 326 feet
Wooden trestles and pile bridges, 79; aggregate length..... 7,761 feet

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Milwaukee & St. Paul Railroad, at Sheldon, Iowa.
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
Ans. The State laws.
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?
Ans. When approaching a highway crossing the whistle is sounded at eighty rods distance and the bell rung until the crossing is passed; within city limits speed is not to exceed six miles per hour; we find these regulations sufficient.

STATIONS.

Number of stations 15
Same in Iowa 8

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials.
Ans. No fixed number.

FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. 1 55-100 miles.

How many miles of fencing have you built during the year?

Ans. 20-100 miles.

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	9
Number of locomotives of more than 20 tons weight, exclusive of tender.....	4
Number of locomotives of more than 10 tons weight, exclusive of tender.....	0
Number of passenger cars, 12-wheel and 8-wheel, first-class.....	6
Number of express and baggage cars.....	4
Number of box freight and stock cars.....	295
Number of platform and coal cars.....	100
Number of conductors' way cars.....	5
Other cars as follows: Pay car, 1; Business car, $\frac{1}{2}$.	
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.....61,000 lbs.	8
Number of locomotives equipped with train-brake.....	4
Number of passenger cars equipped with train-brake.....	All
What kind of train-brake is in use on your road?	
Ans. Westinghouse automatic brake on passenger cars.	
Number of passenger cars with Miller platform and buffer.....	7 $\frac{1}{2}$
Number of passenger cars with any other platform and buffer.....	None

TELEGRAPHS.

Miles of telegraph on line operated by company and by Northwestern Telegraph Company jointly.....	147½
Miles of telegraph owned by company and by Northwestern Telegraph Company jointly	147½
Number of telegraph offices in company's stations.....	11
Number of telegraph stations operated by company.....	2
Number of telegraph stations operated jointly by rail and tegleraph companies	9

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains during the year.....	96,468
Miles run by freight trains.....	134,559
	<hr/>
Total mileage of passenger, freight and mixed trains...	231,025
Miles run by construction and other trains	11,566
	<hr/>
Total train miles run.....	242,591
Total number of passengers carried.....	44,235
Total passenger mileage, or passengers carried one mile.....	2,296,640
Average amount received from each passenger*	\$2.05
Average distance traveled by each passenger	52 miles
Total tons of freight carried.....	153,888
Total freight mileage, or tons carried one mile.....	14,316,489

* Only persons paying fare are computed as "passengers."

Highest rate of fare per mile, for any distance.....	4 cents
Lowest rate of fare per mile, for any distance (single fare)....	2 cents
*Average rate of fare per mile, received for all passengers....	3-94 cents
Average rate received per mile, per ton for all freight carried.	1-72 cents
Rate of speed of passenger and express trains, including stops.	21 miles
Rate of speed of freight trains, including stops... ..	10 miles

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	39,028	25.4
Flour and meal.....	931	0.6
Provisions (beef, pork, lard, etc.).....	2,684	1.8
Animals.....	2,859	1.9
Other agricultural products.....	20,332	13.2
Lumber and forest products.....	53,578	34.8
Coal.....	7,406	4.7
Stone and brick.....	2,311	1.5
Manufactures—articles shipped from point of production....	2,895	1.9
Merchandise and other articles, not enumerated above.....	21,864	14.2
Total tons carried.....	153,888	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. The American Express Company pay one and one-half times first class rates, and receive, transport and deliver all our money and other valuable packages free. They have one-half of one baggage car on passenger train daily, but may not load to exceed 5,000 lbs. We have nothing to do with their freight.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. No other freight or transportation companies run on our road.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Ans. Sleeping cars owned by the company are run on through passenger trains. A charge of \$1.50 or \$2.00, according to distance, in addition to the regular fare is made, for each berth occupied by one or more persons.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. The mail and route agents are to be carried on the regular passenger trains in apartments specially and conveniently fitted up for the care and distribution of the mail while on the road. The amount of compensation is still in dispute and cannot be stated definitely.

*Only paying freight is computed.

LANDS—CONGRESSIONAL GRANT IN IOWA.

State the number of acres of land your company has already received from the Congressional grants—deeded lands....	320,002.63
State the number of acres yet to inure to your company from Congressional grants.....	87,164.54
State the average price per acre at which these lands are offered for sale by the company	\$4.50
State the average price per acre at which these lands have been sold or contracted by the company	5.95
State the number of acres sold.....	132,115.83
State the amount received from sales.....	\$ 728,427.58
State the amount received from outstanding contracts.....	13,620.95
State the amount received from forfeited contracts (including interest on deferred payments received by the company).	None.
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1879.....	742,048.53

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise. Specify and locate each particular grant and the date when received, in city or county bonds, money or otherwise.

Ans. Sioux City voted a tax as a bonus, for the construction of shops at that place, in 1872. About \$34,000.00.

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1879, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

May 3, 1879. Charles Appleton, brakeman, Lemars, coupling cars; injury to fore finger. His own carelessness.

October 2, 1879. Tim. O'Brien, section foreman, Seney; jumped from train while in motion; broken ankle. His own carelessness.

June 28, 1879. Boy about 12 years of age, name unknown, Sioux City; trying to jump on train while in motion; crushed his foot. His own carelessness.

RECAPITULATION OF ACCIDENTS.

Injured—Employees—misconduct or want of caution.....	2
Others—trespassing, on track, etc.....	1
Total injured.....	3

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—E. F. Drake, St. Paul, Minnesota.

Vice-President—A. H. Wilder, St. Paul, Minnesota.

Secretary—W. H. Brown, New York City.

Treasurer—H. Thompson, St. Paul, Minnesota.

General Manager—J. W. Bishop, St. Paul, Minnesota.

Superintendent—J. F. Lincoln, St. Paul, Minnesota.

Chief Engineer—T. E. Gere, St. Paul, Minnesota.

Superintendent of Telegraph—W. H. Drake, St. Paul, Minnesota.

General Passenger Agent—W. H. Dixon, St. Paul, Minnesota.

General Freight Agent—J. C. Boyden, St. Paul, Minnesota.

Attorneys, General and Local—E. C. Palmer, St. Paul, Minnesota, J. H. Swan, Sioux City.

Land Commissioner—J. H. Drake, St. Paul, Minnesota.

NAMES OF DIRECTORS WITH RESIDENCE.

Adrian Iselin, New York City.
 Walston H. Brown, New York City.
 George I. Seney, New York City.
 Alexander H. Rice, Boston, Massachusetts.
 George W. Simmons, Boston, Massachusetts.
 E. P. Drake, St. Paul, Minnesota.
 A. H. Wilder, St. Paul, Minnesota.
 J. L. Merriam, St. Paul, Minnesota.
 H. Thompson, St. Paul, Minnesota.

General offices at St. Paul, Minnesota.

Date of annual meeting of stockholders, first Monday in May.

Fiscal year of the company, January to December, inclusive.

STATE OF MINNESOTA, }
 COUNTY OF RAMSEY. }

A. H. Wilder, Vice-President, J. W. Bishop, General Manager of the Sioux City & St. Paul Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,
 [L. S. OF R. R.]

A. H. WILDER,
Vice-President.
 J. W. BISHOP,
General Manager.

Subscribed and sworn to before me, this 16th day of September, A. D. 1879.

[L. S.] GEO. A. HAMILTON,
Notary Public, Ramsey County, Minnesota.

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

TOLEDO & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	50,000.00
Par value of shares.....	[\$100.00]	
Average price received per share.....	[\$100.00]	
Number of stockholders at date of last election.....	7	
Number of stockholders in Iowa at same date.....	7	
Amount of full-paid stock held in Iowa....	[\$ 11,150.00]	
Capital stock paid in, common.....		11,150.00
Capital stock, total amount paid in as per books of the Com- pany		11,150.00
Capital stock, total amount realized in cash	[\$ 11,150.00]	
Capital stock paid in per mile of road owned by com- pany.....	[3 miles]	3,716.67

ASSETS—CORPORATE PROPERTY.

Estimated value of the road bed, including rails and bridges, etc.....	\$	30,000.00
Estimated value of rolling stock.....		3,000.00
Estimated value of stations, buildings, and fixtures.....		3,000.00
Estimated value of property per mile of road.....	[3 miles]	11,500.00

COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	50,000.00
Average cost of construction per mile of road (not including sidings)		16,666.66

COST OF EQUIPMENT.

Locomotives.....	
Passenger, mail, and baggage cars.....	3,000.00
Machinery and tools.....	100.00
<i>Total for equipment.....</i>	<i>\$ 3,100.00</i>
Average cost of equipment <i>per mile of road operated</i> by company in the State.....	1,033.80
<i>Total cost of road and equipment.....</i>	<i>\$ 53,100.00</i>
Average cost of same per mile.....	17,700.00

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July, 1878.....		\$ 52.20	\$ 218.42
August, 1878.....		53.00	253.77
September, 1878.....		76.60	395.18
October, 1878....		55.10	318.15
November, 1878.....		52.60	284.29
December, 1878.....		26.80	226.92
January, 1879.....		27.60	142.10
February, 1879.....		52.20	171.79
March, 1879.....		52.90	152.50
April, 1879.....		51.50	123.50
May, 1879.....		52.00	169.48
June, 1879.....		51.90	145.04
Totals		\$ 604.40	\$ 2,601.14

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$ 604.40
Receipts for express.....	100.00
Receipts for mails.....	300.00
<i>Total receipts from passenger trains.....</i>	<i>\$ 1,004.40</i>
Receipts from local freight trains....	2,601.14
Total earnings	\$ 3,605.54

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties....	\$ 280.00
Repairs of track—new ties, cost per tie, 60c.....	355.00
Repairs of bridges—labor and supplies	54.00
Total.....	\$ 689.00

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 100.00
Oil, waste and lights.....	20.00
Wages of employes, conductors, enginemen, brakemen, stationmen (all grades) and clerks.....	1,530.00
Miscellaneous train and station expenses.....	1,104.00
Legal expenses.....	75.00
Total.....	\$ 2,829.00

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	
Taxes in Iowa.....	\$ 159.70
Total.....	\$ 159.70

RECAPITULATION OF EXPENSES.

Total expense of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 3,677.70
Proportion for Iowa.....	[\$ 3,677.70]
Per mile of road operated,.....	[1,225.90]

GENERAL RECAPITULATION.

Total earnings	\$ 3,605.54
Total receipts during the year.	\$ 3,605.54
Total operating expenses.....	3,677.70

PAYMENT FROM INCOME, DIVIDENDS, Etc.

Receipts less than operating expenses and interest.....	\$ 72.16
Date of last dividend declared, July, 1878.	

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
Entire line, January 1, 1872.	
Length of main line of road completed from Toledo to Tama City.	3 miles
Total length of road belonging to this company.....	3 miles
Aggregate length of sidings and other tracks not above enumerated.....	120 rods
Gauge of track.....	4 ft. 8½ in
Total length of tracks belonging to this company laid with iron rails [weights per yard, 56 lbs.].....	3 miles

NUMBER OF BRIDGES AND TRESTLES ON LINE IN IOWA.

Wooden bridges, number of, 4; aggregate length.....	52 feet
Culverts, number of, 3; aggregate length.....	8 feet
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Sounding whistle; yes.	
Number of persons regularly employed on all roads operated by company, including officials.....	7
Same in Iowa.....	7

FENCING.

How many miles of fencing have you on your road in Iowa?

Ans. 1½ miles.

The total cost of same?

Ans. \$480.00.

ROLLING STOCK.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of passenger cars—8-wheel.....	1
What kind of train-brake is used on your road?	
Ans. Hand-brake.	
Number of passenger cars with Miller platform and buffer.....	1

MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains during the year in Iowa.....	9,000
--	-------

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES

President—W. F. Johnston.
Vice-President—L. Clark.
Secretary—L. B. Nelson.
Treasurer—H. Galley.
General Superintendent—C. C. Whitten.

NAMES OF DIRECTORS, WITH RESIDENCE.

C. C. Whitten, Toledo, Iowa.
 W. F. Johnston, Toledo, Iowa.
 H. Galley, Toledo, Iowa.
 L. Clark, Toledo, Iowa.
 L. B. Nelson, Toledo, Iowa.
 John Connell, Toledo, Iowa.
 D. D. Applegate, Toledo, Iowa.
 Names of stockholders authorized to vote at the last annual meeting, and shares of each. (To be reported separately).
 C. C. Whitten, 43¼; W. F. Johnston, 22¼; H. Galley, 21; L. Clark, 16; L. B. Nelson, 5; John Connell, 2; D. D. Applegate, 2.

STATE OF IOWA, {
 COUNTY OF TAMA. }

W. F. Johnston, President, and C. C. Whitten, Superintendent of the Toledo & Northwestern Railway Company, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

(Signed)

W. F. JOHNSTON,
C. C. WHITTEN.

[L. S. OF R. R.] (Seal in possession of Chicago & N. W. R. R., in Chicago.)

Subscribed and sworn to before me, this 18th day of October, A. D. 1879.

[L. s.]

LEVI B. NELSON,

Notary Public, Tama Co.

Received and filed at the office of the Commissioners of Railroads, this 14th day of October, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

BURLINGTON & NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

*Capital stock authorized by articles of association..... \$ 3,000,000.00
 Par value of shares[\$100]

DEBT.

†Funded debt—None.

COST OF ROAD AND EQUIPMENT.

Grading and masonry	\$	21,769.98
Bridging		4,795.84
Superstructure, including rails		98,447.13
Land, land damages, and fencing.....		3,500.24
Passenger and freight stations, wood and coal-sheds, and } water stations		7,466.88
Engine-houses, car-sheds, and turn-tables..... }		
Interest paid during construction, discount, etc.....		6,571.93
Engineering, agencies, salaries, and other expenses during construction		12,907.12
All other items charged to construction not enumerated above		652.50
<i>Total expended for construction.....</i>		<i>\$ 156,111.62</i>
Average cost of construction per mile of road (not including sidings).....[24 miles]	\$	6,504.65

*Owing to the incomplete state of our stock collections, no regular stock books have been opened. The total amount paid in cash and notes is \$138,025.89. Our stockholders are mainly residents of Des Moines and Henry counties.

†We have no funded debt. Our net indebtedness June 30, 1879, including accruing interest was about \$65,000. We have issued bonds to the amount of \$100,000 on the road bed; and to the amount of \$25,000 on equipment, which have been in the main hypothecated for the debt above mentioned, but not a bond has been sold.

COST OF EQUIPMENT.

Locomotives	\$	12,000.00
Passenger, mail, and baggage cars		5,860.00
Freight and other cars.....		11,345.00
Machinery and tools and sundries.....		3,076.65
		<hr/>
<i>Total for equipment.....</i>	<i>\$</i>	<i>32,281.65</i>
Average cost of equipment <i>per mile of road operated by com-</i>		
<i>pany in this State</i>		<i>1,345.07</i>

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$	188,393.27
Average cost of same per mile.....		7,849.72

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

Land.....	\$	50.45
Passenger and freight stations, wood-sheds and water stations....		18.75
Machine-shops, machinery, and tools.....		46.46
Any other expenditures charged to property account, specifying same, account of construction, not paid before, because pre- vented by garnishment.....		2,180.50

<i>Total.....</i>	<i>\$</i>	<i>2,296.16</i>
Net addition to property account for the year.....		2,296.16
State the policy pursued by your company in regard to permanent improve- ments and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track. Are the cost of these improvements charged to repairs or construction, and the reasons therefor.		
Ans. Road new. No improvement of this kind yet made.		

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF EXPRESS, PASSENGERS AND FREIGHT.

		EXPRESS.	PASSENGER.	FREIGHT.
July, 1878.....	\$	40.61	\$ 436.12	\$ 986.53
August, 1878.....		37.27	241.60	1,223.95
September, 1878.....		34.52	264.86	1,083.83
October, 1878.....		37.04	315.37	1,060.30
November, 1878.....		37.26	197.79	1,376.16
December, 1878.....		32.16	189.04	1,363.42
January, 1879.....		31.51	176.39	1,309.34
February, 1879.....		31.89	317.67	699.50
March, 1879.....		38.04	384.00	736.85
April, 1879.....		37.73	229.15	853.30
May, 1879...		37.78	221.51	1,319.59
June, 1879.....		43.18	349.09	983.87
		<hr/>	<hr/>	<hr/>
Total	\$	438.99	\$ 3,322.59	\$ 12,996.64

RECAPITULATION OF EARNINGS.

Receipts from passengers	\$	3,322.59
Receipts for express		438.99
Receipts for mails.....		804.55
<hr/>		
<i>Total receipts from passenger trains....</i>	\$	4,566.13
Receipts from local freight.....		12,996.64
<hr/>		
<i>Total receipts from freight trains.....</i>	\$	12,996.64
<hr/>		
Total earnings.....	\$	17,562.77
Proportion for Iowa.....	[All.]	
Earnings per mile of road operated, [corrected in tables by Commissioners].....	[24 miles]	731.78

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?
 Ans. No change.

RECEIPTS OTHER THAN EARNINGS.

Receipts from payments on capital stock	\$	2,583.46
---	----	----------

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties....	\$	3,008.48
Repairs of buildings—station and water-tanks, etc.....		264.90
<hr/>		
Total	\$	3,273.38

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of mixed locomotives	\$	475.84
Repairs of cars		438.48
<hr/>		
Total	\$	914.32

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	891.29
Oil, waste and lights		180.85
Wages of employes—conductors, enginemen, brakemen, station-men (all grades) and clerks		3,596.72
Miscellaneous train and station supplies.....		101.25
Loss and damage of goods.....		2.35
Damage for stock killed.....		56.96
All other expenses chargeable to this account		1,079.87
<hr/>		
Total	\$	5,909.29

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$	1,300.00
Taxes in Iowa		3.90
Advertising		10.95
Printing and stationery		53.65
		<hr/>
Total	\$	1,754.60

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$	11,851.59
Proportion for Iowa.....	[All]	
*Per mile of road operated.....	[\$ 493.81]	

GENERAL RECAPITULATION.

Total earnings.....	\$	17,562.77
Total receipts during the year.....	[\$2,583.46]	
Total operating expenses.....		11,851.59
		<hr/>
Net earnings—earnings above operating expenses.....	\$	5,711.18
Total receipts above operating expenses.....	[\$8,294.64]	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest falling due during the year, but not paid,.....	\$	5,996.23
Receipts above operating expenses and interest.....		2,298.41
Floating debt liquidated during the year (track rental over Burlington, Cedar Rapids & Northern Railway).....		2,800.00

GENERAL BALANCE SHEET AT CLOSING OF ACOUNTS,
JUNE 30, 1879.

DR.

Engineering	\$	6,814.59
Expense		9,117.45
Right of way		3,166.35
Construction		125,894.89
Bills receivable		3,165.00
Interest.....		12,095.33
Equipment.....		32,281.65
Building		7,466.88
Operating.....		18,167.18
Repairs		9,067.85
Rent.....		10,182.65
Fencing.....		249.79
Surveys.....		871.42
Sundries		116.15
Cash		517.22
		<hr/>
Total	\$	239,174.40

* Corrected in tables by Commissioners.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

Bills payable	\$ 60,611.42
Stock	138,025.89
Mail service.....	1,782.67
Freight service	27,869.80
Passenger service	9,396.61
Express service.....	532.08
Express service (advanced).....	967.92
Due contractor.....	38.01
Total	\$ 239,174.40

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Burlington to Winfield, December 31, 1876.	
Length of main line of road completed, from Burlington to Winfield	19.8 miles
Total length of road belonging to this company.....	19.8 miles
Aggregate length of sidings and other tracks not above enumerated.....	1 mile
Same in Iowa.....	1 mile
*Aggregate length of tracks belonging to this company computed as single track.....	20.8 miles
Same in Iowa.....	20.8 miles
Gauge of track.....	36 inches
Total length of tracks belonging to this company laid with steel rail	None
Total length of tracks belonging to this company laid with iron rails [weights per yard 30 lbs.].....	20.8 miles

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY,
UNDER LEASE OR CONTRACT.

None.	
Total miles of road operated by this company.....	34.9 miles
†Total miles of road operated in Iowa.....	34.9 miles

BRIDGES BUILT WITHIN THE YEAR.

None.

CROSSINGS.

Number of crossings of highways at grade in this State without protection	13
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.....	None
Number of crossings of highways under railroad.....	1
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Whistle sounded 1,000 feet from crossing, and bell rung till crossing is passed. These regulations are found to be sufficient.	

*In addition to tracks reported above, this company has leased the right to run over 14 12-00 miles of the Burlington, Cedar Rapids & Northern Railway, by means of a third rail laid down and owned by this company, between Burlington and Mediapolis. This company has also laid down, and are using, 3-10 miles of sidings on the depot grounds belonging to the above named corporation.
†The discrepancy in miles operated by this company is corrected by the Commissioners in their tables.

STATIONS.

Number of stations..... 8

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials, average..... 16

FENCING.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
12 miles in Des Moines county.
5 7-10 miles in Henry county.
Aggregate amount, 17 7-10 miles.

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender..... 2
Number of passenger cars— 8 wheel..... 2
Number of box freight cars..... 14
Number of stock cars..... 5
Number of platform cars..... } 19
Number of coal cars }
Number of conductors' way cars..... 1
What kind of train-brake is in use on your road?
None.
Number of passenger cars with Miller platform and buffer..... 2

TELEGRAPHS.

None.

MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains 23,804
Total train miles run..... 23,804
Number of local passengers..... 6,931
Total number of passengers carried 6,931
Total passenger mileage, or passengers carried one mile 100,982
Average amount received from each passenger..... 47 9-10c.
Average distance traveled by each passenger..... 14.5 m.
Number of tons of local freight carried..... 7,178
Total mileage of local freight 208,262
Total tons of freight carried..... 7,178
Total freight mileage, or tons carried one mile..... 208,262
Highest rate of fare per mile, for any distance..... .04
Lowest rate of fare per mile, for any distance (single fare).... .01 2-10
Average rate of fare per mile, received for local passengers03 1/3
Average rate received per mile, per ton for local freight06 24-100
Average number of cars in mixed trains 4.4
Rate of speed of mixed trains, including stops—miles per hour..... 12

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain and flour	2,366
Provisions (beef, pork, lard, etc.) product of animals.....	112
Animals—live stock.....	2,735
Other agricultural products	199
Lumber and forest products	919
Coal	417
Manufactures—articles shipped from point of production.....	35
Merchandise and other articles not enumerated above.....	395
Total tons carried	7,178

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American; ordinary merchandise and express matter per 100 pounds, one and one-half first-class freight rates of this company: on butter, eggs, game and poultry, per 100 pounds, one and one-fourth first-class freight rates; they do a general express business; freight taken at the depot.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$804.55 per annum for daily service.

ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Thomas Hedge.
Vice-President—David Leonard.
Secretary and Treasurer—R. M. Green.
General Superintendent—Jno. T. Gerry.
Division Superintendents—None.
Chief Engineer—John T. Gerry.
Superintendent of Telegraph—None.
Auditor—President Hedge, *ex officio*.
General Passenger Agent—None.
General Freight Agent—None.
Attorneys, General and Local—Horace A. Kelley.
Receiver—None.

NAMES OF DIRECTORS WITH RESIDENCE.

Thomas Hedge, Burlington, Iowa.
 Charles Mason, Burlington, Iowa.
 E. D. Rand, Burlington, Iowa.
 John H. Gear, Burlington, Iowa.
 George C. Lanman, Burlington, Iowa.
 W. W. Baldwin, Burlington, Iowa.
 Richard Spencer, Burlington, Iowa.
 D. Leonard, Burlington, Iowa.
 R. Donahue, Burlington, Iowa.
 Geo. Millard, Burlington, Iowa.
 T. W. Barhydt, Burlington, Iowa.
 A. W. Chilcote, Washington, Iowa.
 Norman Everson, Washington, Iowa.
 J. M. F. Andrews, Winfield, Iowa.
 Jno. W. Crawford, Crawfordsville, Iowa.

General offices at Burlington, Iowa.

Date of annual meeting of stockholders, third Wednesday in June.

Fiscal year of the company, May 31 and June 1.

STATE OF IOWA,)
 COUNTY OF DES MOINES. }

I, Thomas Hedge, President of the Burlington & Northwestern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

THOMAS HEDGE,

President.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 10th day of September, A. D. 1879.

R. M. GREEN,

Notary Public.

[L. s.]

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

R E P O R T

OF THE

CROOKED CREEK RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	500,000.00
Number of stockholders at date of last election.....	[6]	
Number of stockholders in Iowa at same date.....	[2]	
Amount of full-paid stock held in Iowa.....	[\$25,666.00]	
Capital stock authorized by vote of company [number of shares 5000]		
Capital stock issued [number of shares 660] amount paid in...		66,000.00
Capital stock paid in on shares not issued [number shares 540]		
Capital stock paid in common.....		None
Capital stock, total amount paid in as per books of the com- pany.....		66,000.00
Capital stock, total amount realized in cash.....	[All]	
Capital stock, paid in per mile of road owned by company [9 miles.]		

ASSETS—CORPORATE PROPERTY.

Estimated value of road-bed, including rails and bridges, etc..	\$	18,000.00
Estimated value of rolling stock.....		7,750.00
Estimated value of stations, buildings and fixtures		600.00
Estimated value of all other property, including investments in stocks and bonds of other corporations.....		None
Estimated value of property per mile of road [9 miles].....		2,927.77

DEBT.

Funded debt, as follows:	
None.	
Unfunded debt incurred for construction	40,000.00
Other debts—current credit balances, etc.....	None
Total debt liabilities.....	40,000.00
Amount of debt liabilities per mile of road.....[9 miles]	4,444.44
Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments.....	40,000.00
Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same.....	None

COST OF ROAD AND EQUIPMENT.

Grading and masonry.....\$	6,000.00
Bridging.....	12,000.00
Superstructure, including rails	7,200.00
Land, land damages and fences.....	500.00
Passenger and freight stations, wood and coal sheds, and water stations.....	600.00
Engine-houses, car sheds, and turn-tables.....	
Machine shops.....	
Engineering, agencies, salaries, and other expenses during construction.....	600.00
All other items charged to construction not enumerated above.	None
<hr/>	
Total expended for construction.....\$	26,900.00
Average cost of construction per mile of road (not including sidings).....[9 miles]	2,988.88

COST OF EQUIPMENT.

Locomotives.....	6,500.00
Passenger, mail, and baggage cars.....	180.00
Freight and other cars.....	3,600.00
Machinery and tools.....	50.00
<hr/>	
Total for equipment.....\$	10,330.00
Average cost of equipment per mile of road operated by com- pany in this State.....	1,147.77

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	37,230.00
Average cost of same per mile.	4,136.66
Expenses charged to property account, specifying same.....	None

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSEN- GERS.	FREIGHT.
July,	1878.....	\$ 20.90	\$ 54.40
August,	1878.....	12.60	106.90
September,	1878.....	34.10	316.05
October,	1878.....	31.05	464.40
November,	1878.....	12.00	283.85
December,	1878.....	29.55	457.25
January,	1879.....	22.75	554.83
February,	1879.....	38.95	220.45
March,	1879.....	30.50	471.73
April,	1879.....	9.80	115.80
May,	1879.....	12.25	218.49
June,	1879.....	19.50	181.36
Total		\$ 273.95	\$ 3,445.31

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$	273.92
Receipts for mails.....		327.08
		<hr/>
Total receipts from passenger trains.....	\$	601.03
Receipts from passenger trains, per train mile run [9 miles]..	\$66.789	
Receipts from freight		3,445.31
Total receipts from freight trains.....		3,445.31
Receipts from freight trains per train mile run [9 miles].	\$382.81 2-9	
We have but one train—freight and passenger combined.		
		<hr/>
Total earnings.....	\$	4,046.34

Proportion for Iowa.....[All]
Earnings per mile of road operated [9 miles].....[449.59 1/8]
Per train mile, for passenger, freight and mixed trains [9 miles]
[Same]
Have you made any advance or reduction in freight since the enactment of
chapter 77 of the laws of the Seventeenth General Assembly—if so,
what percentage?
Ans. No.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (<i>charged to operating expenses</i>).	
Repairs of track—labor and supplies exclusive of new ties....	\$ 702.00
Repairs of track—new ties, No. 910; cost per tie, 15 cts.....	136.50
Tools for road work.....	51.50
Road crossings, signs, etc.....	10.00
Total	<hr/> \$ 900.00

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives	\$	581.71
Repairs of passenger, baggage, mail and express cars—labor ..		15.00
Repairs of passenger, baggage, mail and express cars—supplies		11.50
Repairs of freight cars—labor		300.00
Repairs of freight cars—supplies		50.00
		<hr/>
Total	\$	938.21

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	465.00
Oil, waste and lights		151.30
Wages of employes—conductors, enginemen, brakemen, station- men (all grades) and clerks.....		1,740.00
Miscellaneous train and station supplies.....		75.00
Miscellaneous train and station expenses		15.00
Water supply		365.00
Loss and damage of goods.....		62.00
Damage for stock killed (one hog)		5.70
Legal expenses.....		150.00
All other expenses chargeable to this account	None	
		<hr/>
Total.....	\$	3,029.00

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$	1,500.00
General office expenses, including clerk hire, rent, fuel, lights, etc. (none aside from fuel and lights)		30.00
Taxes in Iowa		575.00
Printing and stationery		75.00
All other expenses chargeable to this account	None	
		<hr/>
Total	\$	2,180.00

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>)	
Proportion for Iowa.....	[\$7,047.21]
Per mile of road operated.....	[\$783.02 ¹ / ₃]
Per train mile for passenger, freight and mixed trains [9 miles].....	[Don't know]
Percentage of expenses to earnings	[174]
Net earnings per train mile [None]	[None]

GENERAL RECAPITULATION.

Total earnings	\$	4,046.34
Total receipts during the year.....	[\$4,046.34	
Total operating expenses		7,047.21
Net earnings—earnings above operating expenses	None	
Total receipts above operating expenses	None	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	\$ 3,200.00
Total interest liability for the year	3,200.00
Receipts less than operating expenses and interest.....	6,200.87
Amount paid during the year for permanent improvements and charged to cost of road	10,500.00
Amount paid during the year for permanent improvements and charged to operating expenses	None
Dividends declared	None
Date of last dividend declared	None
Paid to sinking funds in hands of trustees	None

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Lehigh to Judd, October 6, 1876.	
Length of main line of road completed, from Lehigh to Judd.	9 miles
Length of track laid, if road is not completed	None
Total length of road belonging to this company.....	9 miles
Aggregate length of sidings and other tracks not above enu- merated	None
Aggregate length of tracks belonging to this company com- puted as single track.....	9 miles
Gauge of track.....	3 feet
Total length of tracks belonging to this company laid with iron rails [weights, per yard, 30].....	9 miles

CROSSINGS.

What railroads cross your road at grade in this State, and at what lo- cality?	None
What railroads cross your road either over or under your grade in this State, and where?.....	None
Number of crossings of highways at grade in this State without pro- tection.....	3
Number of crossings of highways at grade in this State at which there are gates or flagmen.....	None
Number of crossings of highways over railroad.	None
Number of crossings of highways under railroad.....	None
What regulations govern your employes in regard to the crossings of public highways, and are these regulations found to be sufficient?	
Ans. Whistle and ring bell. No accidents—so think them sufficient.	

STATIONS.

Number of stations.....	2
-------------------------	---

EMPLOYES.

Number of persons regularly employed on all roads operated by com- pany, including officials.....	6
--	---

FENCING.

How many miles of fencing have you on your road in Iowa?.....	None
How many miles of fencing have you built during the year?.....	None
Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:	
Nine miles in Webster county.	

ROLLING STOCK.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	None
Number of locomotives of more than 20 tons weight, exclusive of tender.....	None
Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of express and baggage cars.....	1
Number of stock cars.....	2
Number of coal cars.....	22
Number of conductors' way cars.....	None
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains.....	50 tons
Give the weight of engines generally used.....	16¾ tons
Number of locomotives equipped with train-brake.....	None
What kind of train-brake is in use on your road?	Hand brake.
Number of passenger cars with Miller platform and buffer.....	None
Number of passenger cars with any other platform and buffer?...	None

TELEGRAPHS.

None.

MILEAGE, TRAFFIC, ETC.

Miles run by mixed trains.....	5,625
Total train miles run.....	5,625
Number of through passengers...	913
Total number of passengers carried...	913
Total passenger mileage, or passengers carried one mile...	8,217
Average amount received from each passenger.....	30 cents
Average distance traveled by each passenger.....	9 miles
Number of tons of through freight carried.....	4,259
Total mileage of through freight.....	38,331
Total tons of freight carried.....	4,259
Total freight mileage, or tons carried one mile.....	38,331
Highest rate of fare per mile, for any distance.....	3⅓ cents
Lowest rate of fare per mile, for any distance (single fare)...	3⅓
Average rate received per mlie, per ton for through freight...	.09
Average rate received per mile, per ton for all freight carried.	.09
Average number of cars in freight trains...	8
Average weight of freight trains, including locomotive and tender in working order, exclusive of freight.....	26 tons
Rate of speed of passenger and express trains, including stops.	10 mil. per h.

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	50	.04
Animals.....	366	
Lumber and forest products.....	163	
Coal.....	3473	
Merchandise and other articles, not enumerated above.....	213	
Total tons carried.....	4,259	100

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$327.08. Once per day from Lehigh to Judd. Depart from Judd at 8 a. m.; arrive at Judd at 9 a. m.; depart from Judd at 11 a. m.; depart from Lehigh at 12 noon.

LANDS—CONGRESSIONAL GRANT.

Ans. None.

ACCIDENTS TO PERSONS IN IOWA.

Ans. None.

SUMMARY.

State the amount of city, county and township aid granted to your company in exchange for stock or otherwise.

Nothing.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Walter C. Willson.

Vice-President—T. H. Judd.

Secretary—J. M. Funk.

Treasurer—J. M. Funk.

General Manager—Walter C. Willson.

General Superintendent—Walter C. Willson.

NAMES OF DIRECTORS WITH RESIDENCE.

Walter C. Willson, Webster City, Iowa.

Geo. Burnham, Milwaukee, Wis.

T. H. Judd, Milwaukee, Wis.

J. M. Funk, Webster City, Iowa.

John Q. Burnham, Milwaukee, Wis.

Chas. L. Burnham, Milwaukee, Wis.

STATE OF IOWA, {
COUNTY OF HAMILTON. }

W. C. Willson, General Manager of the Crooked Creek Railway Company, being duly sworn, depose and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed,

W. C. WILLSON.

Subscribed and sworn to before me, this ——— day of September, A. D. 1879.

[L. S.]

J. F. DUNCOMBE,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this eighteenth day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

DES MOINES, ADEL & WESTERN RAILROAD CO.,

FOR THE YEAR ENDING JULY 31, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 2,000,000.00
Par value of shares.....	[\$ 100.00]
Average price received per share.....	100.00]
Number of stockholders at date of last election...	28]
Number of stockholders in Iowa at same date.....	28]
Amount of full-paid stock held in Iowa.....	[17,100.00]
Capital stock authorized by vote of company, [number of shares, —]	
Capital stock issued [number of shares, 171] amount paid in....	17,100.00
Capital stock paid in on shares not issued ....[number shares, 4]	175.00

ASSETS—CORPORATE PROPERTY.

Estimated value of the road-bed, including rails and bridges, etc. \$	40,000.00
Estimated value of rolling stock.....	5,000.00
Estimated value of stations, buildings and fixtures.....	200.00
Estimated value of property per mile of road.....[7 miles]	6,457.00

DEBT.

Funded debt as follows:	
First mortgage bonds (due January 1, 1882, bear interest at 10 per cent, which is payable semi-annually) amount	\$ 16,000.00
Total amount of funded debt.....	\$ 16,000.00
Amount received from the same in cash.....[\$13,600.00]	
Amount received from the same in property.....	
Total debt liabilities.....	\$ 16,000.00

COST OF ROAD AND EQUIPMENT.

* Grading and masonry.....	\$ 23,402.00
Bridging	6,000.00
Superstructure, including rails	17,227.00
Passenger and freight stations, wood and coal sheds, and water stations	200.00
Engineering, agencies, salaries, and other expenses during construction	300.00

COST OF EQUIPMENT.

Locomotives	\$ 3,530.00
Passenger, mail and baggage cars	579.00
Freight and other cars	962.00
Total for equipment.....	\$ 5,071.00
Average cost of equipment per mile of road operated by company in the State.....	724.43

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 52,200.00
Average cost of same per mile	7,457.14

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS, EXPRESS AND FREIGHT.

		PASSENGERS.	EXPRESS.	FREIGHT.
July, 1878.....	\$		\$	\$
August, 1878.....				
September, 1878.....				
October, 1878.....				
November, 1878		64.60	5.80	35.47
December, 1878.....		139.80	9.90	32.63
January, 1879.....		122.25	9.15	43.55
February, 1879.....		128.30	10.92	40.53
March, 1879.....		134.30	16.30	86.71
April, 1879.....		190.55	26.85	75.57
May, 1879.....		150.05	4.56	108.23
June, 1879.....		164.25	6.87	227.59
Totals.....	\$	1,094.10	\$ 90.35	\$ 650.28

* This item includes estimated cost of grading done in 1872 and used by this company.

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 1,094.10
Receipts from express.....	90.35
<hr/>	
Total receipts from passenger trains.....	\$ 1,183.45
Receipts from passenger trains, per train mile run [7 miles]	\$169.21
Receipts from local freight.....	650.28
Receipts from freight trains, per train mile run [7 miles]....	\$92.90
<hr/>	
Total earnings	\$ 1,934.73

Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. Our charges are based upon those of Des Moines & Fort Dodge road.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 196.80
Oil, waste and lights.....	100.00
Wages of employes —conductors, enginemen, brakeman (all grades) and clerks	1,444.80
<hr/>	
Total.....	\$ 1,741.60

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$
Printing and stationery	77.40
All other expenses chargeable to this account.....	
<hr/>	
Total	\$

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4	\$ 1,819.00
Per mile of road operated in Iowa.....	[\$261.29]
Percentage of expenses to earnings.....	[94]
Net earnings per train mile [7 miles]	[15.10]

GENERAL RECAPITULATION.

Total earnings	\$ 1,934.73
Total operating expenses.....	1,819.00
<hr/>	
Total receipts above operating expenses	\$ 105.73

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest paid during the year.....	\$
Interest falling due or accrued during the year, but not paid....	800.00
Receipts less than operating expenses and interest	694.27

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
 From Waukee to Adel, October 15, 1878.
 Length of main line of road completed, from Waukee to Adel..... 7 miles
 Gauge of track 36 inches
 Total length of tracks belonging to this company laid with iron
 rails [weights per yard 30 pounds]..... 7 miles

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Combination bridges, number of, 1; aggregate length, feet..... 200
 Wooden trestles, number of, 8; aggregate length, feet..... 700
 Culverts, number of, 3; aggregate length, feet.....
 Number of crossings of highways at grade in this State without
 protection..... 6
 What regulations govern your employes in regard to the crossings of public
 highways, and are these regulations found to be sufficient?
 Ans. Blowing whistle and ringing engine bell have been found sufficient,
 as no accident of any kind has occurred.

STATIONS.

Number of stations..... 2

FENCING.

Fourteen miles.....in Dallas county

ROLLING STOCK.

Number of locomotives of 8 tons weight, exclusive of tender..... 1
 Number of passenger cars—8-wheel..... 1
 Number of box freight cars..... 2
 Number of platform cars..... 2
 Average amount of tonnage that can be carried over your road with an
 engine of the weight and power you use for freight trains—give the
 weight of engines generally used? Present engine, 9 tons..... 60

MILEAGE, TRAFFIC, Etc.

Total mileage of passenger, freight and mixed trains, during 8
 months, about 3,120
 Number of local passengers 3,556
 Total passenger mileage, or passengers carried one mile..... 24,892
 Average amount received from each passenger 30
 Average distance traveled by each passenger..... 7 miles
 Total tons of freight carried..... 724
 Total freight mileage, or tons carried one mile..... 5,068
 Highest rate of fare per mile, for any distance..... 4 cents
 Average rate of fare per mile, received for local passengers... 4 cents
 Average rate received per mile per ton for all freight carried.. 13 cents
 Average number of cars in passenger trains, including baggage
 carsat..... 3
 Rate of speed of passenger and express trains, including stops, 14 miles per h.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. The United States Express Company runs on our road and pay us ten cents per 100 lbs. on packages of more than fifteen lbs. They also pay most of the expense of agent, who also acts for present as our station agent and conductor, which makes our receipts about \$1 per day. Their office is at our depot.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. No compensation yet received or determined upon.

ACCIDENTS TO PERSONS IN IOWA.

No accidents have occurred.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Dr. T. J. Caldwell, Adel, Iowa.

Vice-President—J. W. Russell, Adel, Iowa.

Secretary—A. C. Hotchkiss, Adel, Iowa.

Treasurer—L. Lambert, Adel, Iowa.

General Manager—H. Mills, Adel, Iowa.

Chief Engineer—James Carss, Des Moines, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

T. J. Caldwell, Adel.

J. H. Russell, Adel.

J. O. Risser, Adel.

A. A. Blanchard, Adel.

A. C. Hotchkiss, Adel.

L. Lambert, Adel.

T. Ashton, Adel.

General offices at Adel, Iowa.

Date of annual meeting of stockholders, first Monday in November.

STATE OF IOWA, }
COUNTY OF DALLAS. }

We, T. J. Caldwell and A. C. Hotchkiss, President and Secretary of the Des Moines, Adel and Western Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1879, to the best of their knowledge and belief.

Signed,

[L. S. OF R. R.]

T. J. CALDWELL,
President.

A. C. HOTCHKISS,
Secretary.

Subscribed and sworn to before me, this 23d day of September, A. D. 1879,

J. R. JOY,
Notary Public, for Dallas County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 24th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT
OF THE
DES MOINES & MINNESOTA RAILROAD COMPANY,
FOR THE YEAR ENDING, JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association, per mile..\$	12,000.00
Par value of shares.....[\$ 100.00]	
Average price received per share.....[50.00]	
Number of stockholders at date of last election.....[219]	
Number of stockholders in Iowa at same date.....[219]	
Amount of full-paid stock held in Iowa.....[\$ 166,500.00]	
Capital stock issued..[number of shares, 1,665] amount paid in	166,500.00
Capital stock paid in on shares not issued.....	27,445.67
Capital stock paid in, common.....	166,500.00
Capital stock, <i>total amount paid in as per books of company..</i>	166,500.00

ASSETS—CORPORATE PROPERTY.

Cost of the road bed, including rails and bridges, etc.....\$	465,771.55
Cost of rolling stock.....	46,727.07
Cost of stations, buildings, and fixtures.....	12,000.00
Cost of property per mile of road [58 miles].....	8,835.00

DEBT.

Funded debt, as follows—	
First mortgage bonds (due July 1, 1879, bear interest at ten per cent, which is payable semi-annually,) amount.....\$	180,000.00
Second mortgage bonds (due July 1, 1879, bear interest at ten per cent, which is payable semi-annually,) amount.....	48,000.00
Consolidated mortgage bonds (due October 1, 1897, bear interest at seven per cent, which is payable semi-annually, amount.....	120,000.00
Total amount of funded debt.....\$	298,000.00
Unfunded debt incurred for construction.....	} \$ 85,218.75
Unfunded debt incurred for equipment.....	
Other debts—current credit balances, etc.....	
Total debt liabilities.....\$	390,718.75
Amount of debt liabilities per mile of road [58 miles].....	6,736.00

COST OF ROAD AND EQUIPMENT.

<i>Total expended for construction</i>	\$ 465,771.55
Average cost of construction per mile of road (not including sidings) [58 miles].....	8,171.00

COST OF EQUIPMENT.

Locomotives.....	14,000.00
Snow-plows on wheels.....	600.00
Passenger, mail, and baggage cars.....	11,400.00
Freight and other cars.....	20,550.00
Machinery and tools.....	1,198.99
<i>Total for equipment</i>	\$ 47,748.99
Average cost of equipment <i>per mile of road operated</i> by company in the state.....	823.00
Total cost of road and equipment.....	\$ 513,520.54
Average cost of same per mile.....	8,854.00

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS AND FREIGHT.

		PASSENGERS.	FREIGHT.
July, 1878.....	\$	2,734.63	\$ 2,599.05
August, 1878.....		2,542.06	3,315.58
September, 1878.....		3,327.85	3,214.16
October, 1878.....		2,907.75	2,509.56
November, 1878.....		2,379.86	2,357.24
December, 1878.....		2,106.77	2,022.02
January, 1879.....		1,695.34	2,269.87
February, 1879.....		1,913.48	1,982.31
March, 1879.....		2,153.15	2,975.20
April, 1879.....		1,954.34	3,666.42
May, 1879.....		2,338.64	4,055.44
June, 1879.....		2,388.12	3,541.24
Totals.....	\$	28,441.99	\$ 34,508.09

RECAPITULATION OF EARNINGS.

Receipts from passengers.....	\$ 28,441.99
Receipts for express.....	2,027.38
Receipts for mails.....	2,565.82
Total receipts from passenger trains	\$ 33,035.19
Total receipts from freight trains	34,508.09
Total earnings	\$ 67,543.28

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of buildings—stations and water-tanks, etc.....	\$ 10,891.25
---	--------------

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives and cars	\$	6,093.67
---------------------------------------	----	----------

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel and water	\$	4,131.74
Oil, waste and lights		580.88
Wages of employes—conductors, engine-men, brakemen, station-men (all grades) and clerks	}	11,660.70
Miscellaneous train and station supplies.		
Miscellaneous train and station expenses.....	}	830.07
Loss and damage of goods.....		
Injuries to persons.....		
Damages for stock killed.....		309.16
Legal expenses.....		4,019.81
Total	\$	21,532.36

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$	5,715.55
Taxes in Iowa.....		1,510.02
Printing and stationery.....		678.37
All other expenses chargeable to this account		1,334.97
Total.....	\$	9,238.91

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (<i>embraced in classes 1, 2, 3 and 4</i>)	47,756.19
Per mile of road operated.....	[\$823.00]

GENERAL RECAPITULATION.

Total earnings.....	67,543.28
Total operating expenses.....	47,756.19
Net earnings—earnings above operating expenses.....	19,787.09

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year.....	28,787.05
------------------------------------	-----------

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

DR.

Construction	\$	466,771.55
Material (not estimated).		
Rolling stock.....		46,727.07
General assets.....		12,570.10
Operating expenses—		
Salaries of officers.....	\$	5,715.55
Engine and car repairs.....		6,093.67
Engineers, firemen and agents.....		11,660.70
Repairs of track.....		10,871.25
Fuel and water.....		4,134.74
All other.....		9,263.28
		<hr/>
		47,756.19
Interest and discount.....		78,287.05
		<hr/>
Total.....	\$	651,111.96

**GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.**

CR.

Capital stock.....	\$	166,500.00
Taxes received.....		27,445.97
Funded debt.....		298,000.00
Unfunded debt.....		85,218.75
Gross earnings—		
Passenger.....	\$	28,441.99
Freight.....		34,508.09
Express		2,027.38
U. S. Mail.....		2,565.82
Other sources.....		6,404.26
		<hr/>
		73,947.54
		<hr/>
Total.....	\$	651,111.96

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Des Moines to Ames, July 28, 1876.	
From Ames to Callanan, April 1, 1878.	
Total length of road belonging to this company.....	56.73
Aggregate length of sidings and other tracks not above enumerated.....	3.85
Aggregate length of tracks belonging to this company computed as single track.....	60.58
Gauge of track.....	3 feet
Total length of tracks belonging to this company laid with iron rails.....	60.58
Total miles of road operated by this company.....	56.73

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 37; aggregate length, feet.....	2,446
Wooden trestles, number of, 3; aggregate length, feet.....	170
Culverts, number of, 135; aggregate length, feet.....	675

CROSSINGS.

What railroads cross your road at grade in this State, and at what locality?
Chicago & Northwestern Railroad, at Ames.
Number of crossings of highways at grade in this State without protection..... 55
What regulations govern your employes in regard to the crossings of other railroads, and are they found to be sufficient?
Ans. Make a full stop; yes.
What regulations govern your employes in regard to the crossings of public highways, and are these regulation found to be sufficient?
Ans. The bell is rung; yes.
Number of stations..... 13
Number of persons regularly employed on all roads operated by company, including officials..... 80

FENCING.

Give the miles of fence needed on both sides of your track, in each county in Iowa through which your road runs, and the aggregate amount in miles:
48 miles in.....Polk county. 48 miles in.....Story county.
14 miles in.....Hamilton county.

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender..... 4
Number of passenger cars, 8 wheel..... 4
Number of express and baggage cars..... 2
Number of box freight cars 23
Number of stock cars 10
Number of platform cars 16
Number of conductors' way cars 1
Other cars as follows: hand and push 20
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.
Ans. 14 to 16 tons; 100 tons.
Average number of passenger and express cars that can be hauled on your regular trains by an engine of given power and weight—give the weight of engine generally used.
Ans. 14 tons; 6 cars.

MILEAGE, TRAFFIC, ETC.

Highest rate of fare per mile, for any distance..... .04 cents
Lowest rate of fare per mile, for any distance (single fare). .02 cents
Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers... 45 tons
Rate of speed of passenger and express trains, including stops20 miles per h'r
Rate of speed of freight trains, including stops15 miles per h'r

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. American Express Company; take it at depot; 1½ first-class.

UNITED STATES MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$50 per mile per year.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Jas. Callanan, Des Moines, Iowa.

Vice-President—J. J. Smart, Des Moines, Iowa.

Secretary—C. B. Atkins, Des Moines, Iowa.

Treasurer—C. H. Getchell, Des Moines, Iowa.

General Superintendent—J. J. Smart, Des Moines, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

James Callanan, Des Moines Iowa.

J. J. Smart, Des Moines, Iowa.

John M. Day, Des Moines, Iowa.

C. H. Getchell, Des Moines, Iowa.

J. R. Barcroft, Des Moines, Iowa.

N. A. Rainbolt, Ames, Iowa.

Paul Shorey, Chicago, Illinois.

General offices at Des Moines, Iowa.

Date of annual meeting of stockholders, Wednesday after second Tuesday in January.

Fiscal year of the company, December 31.

STATE OF IOWA, }
COUNTY OF POLK. }

J. J. Smart, Superintendent of the Des Moines & Minnesota Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

J. J. SMART,

Vice-President.

Subscribed and sworn to before me, this fifteenth day of September, A. D. 1879.

J. B. STEWART,
Notary Public, Polk Co.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

IOWA EASTERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1879.

REVENUE FOR THE YEAR.

Monthly earnings.

FROM TRANSPORTATION OF PASSENGERS.

	THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$ 23.90	\$ 71.35	\$ 95.25
August, 1878.....	9.40	49.90	59.30
September, 1878.....	14.20	46.05	60.25
October, 1878.....	25.60	65.20	90.80
November, 1878.....	12.25	54.20	66.45
December, 1878.....	8.00	35.60	43.60
January, 1879.....	4.80	55.15	59.95
February, 1879.....	5.85	36.10	41.95
March, 1879.....	13.65	74.25	87.90
April, 1879.....	12.00	61.65	73.65
May, 1879.....	7.50	50.80	58.30
June, 1879.....	5.60	58.25	63.85
Totals	\$ 142.75	\$ 658.50	\$ 801.25

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July, 1878.....	\$	947.20	\$ 9.06	\$ 956.26
August, 1878.....		348.77	4.08	352.85
September, 1878.....		537.41	.92	538.33
October, 1878.....		940.10	1.70	941.80
November, 1878.....		1,348.91	1.81	1,350.72
December, 1878.....		1,555.92	.89	1,556.81
January, 1879.....		1,706.50	1.28	1,707.78
February, 1879.....		717.85	3.03	720.88
March, 1879.....		796.57	17.15	813.72
April, 1879.....		761.45	7.62	769.07
May, 1879.....		1,150.53	9.16	1,159.69
June, 1879.....		1,393.41	1.40	1,394.81
Totals	\$	12,204.62	\$ 58.10	\$ 12,262.72

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1878.....	\$		\$ 6.97
August, 1878.....			12.45
September, 1878.....			8.08
October, 1878.....		490.00	5.66
November, 1878.....			4.78
December, 1878.....			3.15
January, 1879.....			5.25
February, 1879.....			3.80
March, 1879.....			5.21
April, 1879.....		490.00	3.72
May, 1879.....			35.81
June, 1879.....			27.54
Totals	\$	980.00	\$ 122.42

RECAPITULATION OF EARNINGS.

Receipts from local passengers.....	\$	658.50
Receipts from through passengers		142.75
Receipts for express.....		122.42
Receipts for mails.....		980.00
		<hr/>
Total receipts from passenger trains.....	\$	1,903.67
Receipts from passenger trains, per train mile run [19 7-10 miles].....	\$96.63 59-197	
Receipts from local freight.....		58.10
Receipts from through freight.....		12,204.62
		<hr/>
Total receipts from freight trains.....	\$	12,262.72
Receipts from freight trains, per train mile run[19 7-10 miles]	\$622.47 61-197	
Receipts from miscellaneous sources.....		8.35
		<hr/>
Total earnings.....		14,174.74
Proportion for Iowa.....	[\$14,174.74]	
Earnings per mile of road operated (19 7-10 miles).[\$	719.53]	
Per train mile for passenger, freight and mixed trains [19 7-10 miles]	[\$719.53]	
Have you made any advance or reduction in freight since the enactment of Chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?		
Ans. None.		

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor and supplies exclusive of new ties....	\$	1,334.95
Repairs of track—new ties No. —, cost per tie \$——		1,313.53
Repairs of bridges—labor and supplies.....		219.60
Repairs of fences—labor and supplies.....		81.91
Repairs of buildings—stations and water-tanks, etc.....		74.80
Tools for road work.....		34.65
All other expenditures chargeable to this account		669.74
		<hr/>
Total.....	\$	3,729.18

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$	280.39
Repairs of cars.....		76.18
Repairs of machinery and tools—labor.....		3.10
All other expenditures chargeable to this account.....		175.74
		<hr/>
Total.....	\$	535.41

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel	\$	614.26
Oil, waste and lights		122.81
Wages of employes—conductors, enginemen, brakemen, station-men (all grades), and clerks		2,603.69
Miscellaneous train and station supplies		3.34
Water supply		35.39
Loss and damage of goods		10.35
Damage for stock killed		8.00
Damages to property, including damages by fire		9.75
Legal expenses		193.00
All other expenses chargeable to this account		380.58
Total	\$	3,981.17

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company	\$	1,900.66
Insurance		
Taxes in Iowa		343.95
Advertising		1.50
Printing and stationery		51.79
All other expenses chargeable to this account		1,511.34
Total	\$	3,809.24

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3, and 4)	\$	12,055.00
---	----	-----------

GENERAL RECAPITULATION.

Total earnings	\$	14,174.74
Total operating expenses		12,055.00
Net earnings—earnings above operating expenses		2,119.74
Total receipts above operating expenses	[\$2,119.74]	

PAYMENTS FROM INCOME, DIVIDENDS, ETC.

Interest paid during the year		
Total interest liability for the year		
Floating debt liquidated during the year		2,119.74

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:		
From Beulah Junction to Elkader.		
Length of main line of road completed, from Beulah to Elkader ..		19 7-10
Length of main line of road completed in Iowa		19 7-10
Gauge of track		3 feet
Total length of tracks belonging to this company laid with iron rails [weights per yard 30 and 36 pounds]		16 miles
[wooden rails]		3 7-10 miles
Total miles of road operated by this company		19 7-10

NUMBER OF BRIDGES AND TRESTLES ON WHOLE LINE.

Wooden bridges, number of, 55.
 Culverts, number of, 59.

CROSSINGS.

Number of crossings of highways at grade in this State without
 protection..... 20

STATIONS.

Number of stations in Iowa..... 7

EMPLOYES.

Number of persons regularly employed on all roads operated by
 company, including officials..... 11

FENCING.

How many miles of fencing have you on your road in Iowa..... None
 Give the miles of fence needed on both sides of your track, in each county
 in Iowa through which your road runs, and the aggregate amount in
 miles:
 35 miles in Clayton county.

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender.....	1
Number of passenger cars, 8-wheel.....	1
Number of express and baggage cars.....	2
Number of box freight cars.....	15
Number of stock cars.....	8
Number of platform cars.....	6

MILEAGE, TRAFFIC, ETC.

Highest rate of fare per mile for any distance .....	.04
Lowest rate of fare per mile for any distance (single fare).....	.04

TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain	1,987 1/2	36 1/2
Flour.....	213 1/2	4
Animals	1,817 1/2	33 1-5
Lumber and forest products.....	437 1-5	8
Coal.....	46	4-5
Plaster	20	1/3
Salt	151	2 1/3
Stone and brick	25	1/2
Merchandise and other articles, not enumerated above	775 3/4	14 1/2
Total tons carried.....	5,473 1-5	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

Ans. United States Express Company. Rate 25 cents per 100 pounds. Take freight at depots.

UNITED STATES MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Ans. \$50.00 per mile operated. Daily each way or one round trip.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—E. H. Williams, Beulah, Iowa.
Vice-President—William B. Fairfield.
Secretary—Frank Larrabee, McGregor, Iowa.
General Superintendent—E. H. Williams, Beulah, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

E. H. Williams. Beulah, Iowa.
Geo. B. Fairfield, Hudson, N. Y.
William B. Fairfield, Charles City, Iowa.
John J. Marvin, New York City.
William Larrabee, Clermont, Iowa.
H. B. Carter, Elkader, Iowa.
O. W. Crary. Farmersburg, Iowa.

General offices at Beulah, Clayton county, Iowa.

STATE OF IOWA, }
COUNTY OF CLAYTON. }

I, E. H. Williams, President of the Iowa Eastern Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

(Signed)

E. H. WILLIAMS.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1879.

W. C. LEWIS,

[L. S.]

Notary Public.

Received and filed at the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,

Secretary of Board of Railroad Commissioners.

REPORT

OF THE

WAUKON & MISSISSIPPI RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1879.

CAPITAL STOCK.

Capital stock authorized by articles of association	\$	100,000.00
Par value of shares.....	[\$100]	
Average price received per share.....	[\$100]	
Number of stockholders at date of last election.....	[153]	
Number of stockholders in Iowa at same date.....	[152]	
Amount of full-paid stock held in Iowa.....	[\$450]	
Capital stock authorized by vote of company [number of shares 1,000]		
Capital stock issued [number of shares, 791] amount paid in....		
Capital stock paid in on shares not issued [number of shares, 55]		

DEBT.

Funded debt, as follows:		
First mortgage bonds (due September 1, 1882, bear interest at 8 per cent, which is payable semi-annually) amount..	\$	27,000
Second mortgage bonds (due July 1, 1882, bear interest at 10 per cent, which is payable semi-annually) amount.....		39,500
Total amount of funded debt.....		66,500

COST OF ROAD AND EQUIPMENT.

These questions cannot be answered by present owners by whom the road was purchased September 28, 1878. The road was partly built by the Waukon & Mississippi Railroad Company, and finished by the Waukon & Mississippi Railroad Guarantee Company.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING YEAR.

State the policy pursued by your company in regard to permanent improvement and repairs, such as replacing iron rails with steel, wooden bridges and culverts with iron and stone, reducing grades and ballasting track.
Ans. Road was built in 1877. No permanent improvements made to date.

REVENUE FOR THE YEAR.

Monthly Earnings.

FROM TRANSPORTATION OF PASSENGERS.

		THROUGH.	LOCAL.	TOTAL.
July,	1878.....	\$ 96.42	\$ 90.00	\$ 186.42
August,	1878.....	96.42	98.96	195.38
September,	1878.....	99.40	91.70	191.10
October,	1878.....	94.35	113.15	207.50
November,	1878.....	119.85	106.30	226.15
December,	1878.....	86.40	97.45	183.85
January,	1879.....	61.50	87.40	148.90
February,	1879.....	87.75	92.55	180.30
March,	1879.....	116.85	123.40	240.25
April,	1879.....	125.40	112.95	238.35
May,	1879.....	91.20	52.60	143.80
June,	1879.....	81.50	67.33	148.80
Totals.....		\$ 1,157.04	\$ 1,133.76	\$ 2,290.80

FROM TRANSPORTATION OF FREIGHT.

		THROUGH.	LOCAL.	TOTAL.
July, 1878	.....	\$ 1,100.00	\$ 275.00	\$ 1,375.00
August, 1878	.....	1,100.10	275.00	1,375.00
September, 1878	.....	356.25	145.99	502.24
October, 1878	.....	647.09	330.17	977.26
November, 1878	.....	1,910.30	163.20	2,073.50
December, 1878	.....	1,884.75	45.73	1,930.48
January, 1879	.....	2,588.04	113.90	2,701.94
February, 1879	.....	1,366.74	195.57	1,562.31
March, 1879	.....	1,482.05	255.57	1,737.62
April, 1879	.....	677.88	461.31	1,139.19
May, 1879	.....	1,687.36	489.95	2,177.31
June, 1879	.....	1,286.45	399.50	1,685.95
Totals	.....	\$ 16,087.01	\$ 3,150.91	\$ 19,237.92

FROM ALL OTHER SOURCES.

		MAILS.	EXPRESS.
July, 1878	.....	\$ 73.69	\$ 6.87
August, 1878	.....	73.69	5.02
September, 1878	.....	73.69	4.97
October, 1878	.....	73.69	8.09
November, 1878	.....	73.69	8.58
December, 1878	.....	73.69	8.22
January, 1879	.....	73.69	8.82
February, 1879	.....	73.69	13.17
March, 1879	.....	73.69	7.28
April, 1879	.....	73.69	13.61
May, 1879	.....	73.69	11.55
June, 1879	.....	73.69	12.63
Totals	.....	\$ 884.28	\$ 108.81

RECAPITULATION OF EARNINGS.

Receipts from local passengers	1,133.76
Receipts from through passengers.....	1,157.04
Receipts for express.....	108.81
Receipts for mails.....	884.28

<i>Total receipts from passenger trains.....</i>	<i>\$ 3,283.89</i>
Receipts from passenger trains, per train mile run [25,116 miles].....	\$ 0.13
Receipts from local freight.....	3,159.91
Receipts from through freight.....	16,087.01

<i>Total receipts from freight trains.....</i>	<i>\$ 19,237.92</i>
Receipts from freight trains, per train mile run [25,116 miles]	\$ 0.76

<i>Total earnings.....</i>	<i>\$ 22,521.81</i>
Earnings per mile of road operated [23 miles].....	[\$979.20]
Per train mile, for passenger, freight and mixed trains [25,116 miles].....	[\$0.89]

Have you made any advance or reduction in freight since the enactment of chapter 77 of the Laws of the Seventeenth General Assembly—if so, what percentage?

Ans. None.

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (*charged to operating expenses*).

Repairs of track—labor.....	} \$ 3,321.73
Repairs of track—supplies (exclusive of new rails and new ties..)	
Repairs of bridges—labor and supplies.....	126.53
Repairs of fences—labor and supplies.....	25.60
Repairs of buildings,—stations and water-tanks, etc.....	194.95
Total.....	\$ 3,668.81

CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

Repairs of locomotives.....	\$ 718.20
Repairs of passenger, baggage, mail and express cars.....	5.00
Repairs of freight cars.....	200.40
Total.....	\$ 923.60

CLASS 3—CONDUCTING TRANSPORTATION.

Fuel.....	\$ 819.30
Oil, waste and lights.....	48.54
Wages of employes—conductors, enginemen, brakemen, stationmen (all grades) and clerks	3,931.23
Miscellaneous train and station supplies.....	31.51
Water supply.....	2.47
Loss and damage of goods.....	10.80
Damage for stock killed.....	13.00
Total	\$ 4,851.85

CLASS 4—GENERAL EXPENSES.

Salaries of the general officers of the company.....	\$ 1,600.00
General office expenses, including clerk hire, rent, fuel, lights, etc.	569.38
Total	\$ 2,169.38

RECAPITULATION OF EXPENSES.

Total expenses of operating the road (embraced in classes 1, 2, 3 and 4).....	\$ 11,613.64
Per mile of road operated.....	[\$504.94]
Per train mile for passenger, freight and mixed trains [25,116 miles].....	[.46 c.]
Net earnings per train mile [25,116 miles].....	[.43 c.]

GENERAL RECAPITULATION.

Total earnings.....	\$ 22,521.81
Total operating expenses.....	11,613.64
Net earnings—earnings above operating expenses....	\$ 10,908.17

PAYMENTS FROM INCOME, DIVIDENDS, Etc.

Interest falling due during the year, but not paid	\$ 6,110.00
Total interest liability for the year	6,110.00
Receipts above operating expenses and interest.....	4,798.17
Floating debt liquidated during the year	4,861.00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

DR.

To construction.....	\$ 134,500.00
To equipment.....	16,600.00
To operating expenses.....	11,613.64
To engineering.....	1,882.45
To old indebtedness	4,861.00
To due from agents.....	9.89
To due from foreign ticket account.....	16.47
To cash in hands of treasurer	4,572.67
Total	\$ 174,055.62

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS,
JUNE 30, 1879.

CR.

By capital stock.....	\$	84,600.00
By bonded debt.....		66,500.00
By gross earnings.....		22,521.81
By unpaid pay rolls.....		47.40
By unpaid vouchers.....		37.50
By due C. C. D. & M. Railroad Co.....		348.91
Total.....	\$	174,055.62

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:	
From Waukon Junction to Waukon, October, 1877.	
Length of main line of road completed, from Waukon Junction to Waukon.....	23 miles
Length of main line of road completed in Iowa.....	23 miles
Total length of road belonging to this company.....	23 miles
Aggregate length of sidings and other tracks not above enumerated.....	.5
Same in Iowa.....	.5
Aggregate length of tracks belonging to this company computed as single track.....	23.5
Same in Iowa.....	23.5
Gauge of track.....	3 feet
Total length of tracks belonging to this company laid with iron rails [weights per yard, 80 lbs.].....	23.5

STATIONS.

Number of stations.....	3
-------------------------	---

EMPLOYES.

Number of persons regularly employed on all roads operated by company, including officials	24
--	----

ROLLING STOCK.

Number of locomotives of more than 10 tons weight, exclusive of tender	1
Number of passenger, express and baggage cars, combination....	1
Number of box freight.....	16
Number of platform cars.....	5
Average amount of tonnage that can be carried over your road with an engine of the weight and power you use for freight trains—give the weight of engines generally used.	
Ans. 14 ton engine; 100 tons—weight of train included.	

MILEAGE, TRAFFIC, ETC.

Total number of through passengers	1,567
Total number of local passengers	2,061
Total number of passengers carried	3,628
Total passenger mileage, or passengers carried one mile	63,792
Average amount received from each passenger .....	.63
Average distance traveled by each passenger	17.58 miles
Number of tons of through freight carried	8,635
Total mileage of through freight	167,602
Number of tons of local freight carried	2,045
Total mileage of local freight	33,619
Total tons of freight carried	10,680
Total freight mileage, or tons carried one mile	201,311
Highest rate of fare per mile, for any distance .....	.040
Lowest rate of fare per mile, for any distance (single fare) .....	.027
Average rate of fare per mile, received for through passengers ..	.035
Average rate of fare per mile, received for local passengers .....	.038
Average rate of fare per mile, for <i>all</i> passengers .....	.035
Average rate received per mile, per ton for through freight .....	.096
Average rate received per mile, per ton for local freight .....	.093
Average rate received per mile, per ton for all freight carried ..	.095

TONNAGE OF ARTICLES TRANSPORTED.

Grain	3,830
Flour	2
Provisions (beef, pork, lard, etc.)	864
Animals	1,298
Other agricultural products	82
Lumber and forest products	1,560
Coal	40
Salt	78
Petroleum	11
Merchandise and other articles not enumerated above ..	2,915
Total tons carried	\$ 10,680.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road?

Ans. The American Express Company.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road?

Ans. None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road? Ans. No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Ans. \$38.44 per mile per annum. Mail carried on all mixed trains.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—James F. Joy, Detroit, Michigan.

Vice-President—F. O. Wyatt, Dubuque, Iowa.

Secretary—H. H. Stillwell, Waukon, Iowa.

Treasurer—C. M. Carter, Dubuque, Iowa.

General Superintendent—F. O. Wyatt, Dubuque, Iowa.

Assistant Superintendent—S. A. Wolcott, Dubuque, Iowa.

General Passenger Agent—Joseph Chapman, Dubuque, Iowa.

General Freight Agent—Joseph Chapman, Dubuque, Iowa.

NAMES OF DIRECTORS WITH RESIDENCE.

James F. Joy, Detroit, Michigan.

F. O. Wyatt, Dubuque, Iowa.

Frank Adams, Dubuque, Iowa,

S. A. Wolcott, Dubuque, Iowa.

W. J. Knight, Dubuque, Iowa.

C. M. Carter, Dubuque, Iowa.

H. H. Stillwell, Waukon, Iowa.

L. W. Hersey, Waukon, Iowa.

A. E. Robbins, Waukon, Iowa.

General offices at Dubuque, Iowa.

Date of annual meeting of stockholders, first Tuesday in April.

Fiscal year of company, January 1st to December 31st, inclusive.

STATE OF IOWA, {
COUNTY OF DUBUQUE. }

I, F. O. Wyattt, General Superintendent of the Waukon & Mississippi Railroad Company, being duly sworn, deposes and says that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1879, to the best of my knowledge and belief.

Signed,
[L. S. OF R. R.]

F. O. WYATT,
General Superintendent.

Subscribed and sworn to before me this 15th day of September, A. D. 1879.

[L. s.]

E. P. LYMAN,
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1879.

J. S. CAMERON,
Secretary of Board of Railroad Commissioners.

A P P E N D I X .

APPENDIX.

DIGEST OF JUDICIAL DECISIONS.

We present herewith an abstract of such decisions of the Supreme Court of the State relating to railroads as have been published since the date of our last report:

The C., B. & Q. R. Co., v. Holdsworth, 47 Iowa, 20.

Lands earned by a railroad company at the time of the assessment and levy, are taxable whether the title has passed or not. Following *Iowa Homestead Co. v. Webster County*, 21 Iowa, 221.

The certificate of the Secretary of Interior of lands in the same section as the lands in question, is admissible in evidence to show that the lands in question were earned and taxable at the time of assessment and levy.

Jones & Price v. The Mahaska County Coal Co., 47 Iowa, 35.

Under Sec. 1, Chap. 34, Laws of 15th General Assembly, any individual or corporation owning coal lands or stone quarries, may condemn a right of way thereto over the lands of another by *ad quod damnum* proceedings, yet the way so appropriated is a *public* one, and if a road be constructed thereon, its use must be open to the owners of other mines or quarries upon the payment of the proper compensation.

Constitutionality of chapter 34, laws of 15th General Assembly, not passed upon.

Section 1262 of the Code construed not to be imperative upon the court above to tax all the costs of appeal upon the land-owner, if the corporation on appeal obtain a better judgment.

Mills County v. B. & M. R. R. Co.: C., B. & Q. R. Co. v. Mills County. 47 Iowa, 66.

A county has a right to compromise a suit growing out of its claim to certain lands as swamp lands.

An agreement in compromise on the part of the railroad company to build the road by Glenwood, establish a depot at that point, and pay one-half the costs, is a sufficient consideration for such compromise.

McKinley v. The C., R. I. & P. R. Co.

Railroad corporations are liable to the owners of stock injured upon their roads at points where they have a right to fence the same and fail to do so. They are required by section 1329, Revision, "when "any person owns land on both sides of any railroad, to make and

"keep in good repair a causeway or adequate means of crossing the same." Gates are not inconsistent with the use of these ways. The companies have a right to fence along such crossings, but must provide gates, and failing to do so, are liable for injuries to stock.

Stone v. The C. & N. W. R. Co., 47 Iowa, 85.

A passenger purchasing a ticket is not compelled to take any particular train, or start on any given day, and the company is bound to take him on any regular passenger train within a reasonable time. When the passenger elects his train, the defendant is bound to take him on that train, but not otherwise. The contract is an entirety and cannot be divided into parts, and if the passenger leaves the train without consent of the defendant, his contract is at an end through his fault, and he cannot claim thereunder. If he enters another train, fare may be demanded from him, and if he refuses it he may be ejected. Not being a passenger he may not claim or insist that the defendant shall employ gentlemanly and sober men as conductors, or that he should receive the treatment due to a passenger. It is not proper to receive in evidence special cases of a different mode of action by the company. Nothing short of a general custom can vary the rules above announced. A person under the above circumstances being ejected from the train at State Center, having entered it at Marshalltown, purchased a ticket from State Center to Boone, but was prevented from entering the train by the conductor. He had no right to insist that he should go on that train without paying, or offering to pay the fare between Marshalltown and State Center, but this rule applies simply to *this train*, and by no means excludes him from any other train.

The City of Dubuque v. The C., D. & M. R. Co., 47 Iowa, 196.

Chapter 26, Laws of 1872, providing for the assessment and taxation of the property of railroads, is not in conflict with section 2, article 8, of the Constitution, which provides that "The property of all corporations for pecuniary profit shall be subject to taxation the same as that of individuals." The term railroad corporations used in chapter 26, refers to the property, and the provisions would apply to an individual or a partnership. To allow municipal corporations to levy taxes is a denial of the right of the Legislature asserted in the act to provide the measure of the valuation of property and to locate it for taxation.

The City of Davenport v. The C., R. I. & P. R. Co., 38 Iowa, 63, declared and held section 9, of chapter 26, laws of 1872, unconstitutional, because a release from the payment of taxes already levied impairs a valid contract, and the determination that it was unconstitutional, did not render the remaining portions of the act void. Judges Beck and Adams dissent.

Stewart v. Merchants' Despatch Transportation Company, 47 Iowa, 229.

Defendant stipulated to carry goods through from Worcester, Mass., to Muscatine, Iowa, without change of cars, and provided in the bill

of lading that defendant should not be liable for loss by fire. *Held*, defendant was bound to transport the goods without change of cars, and failing to do so cannot avail itself of any restriction upon its common law liability contained in the contract, in the event of the loss of the goods.

Wilde v. The Merchants' Despatch Transportation Co., 47 Iowa, 247.

Defendant received the goods at New York, addressed to the plaintiff at Iowa City, and gave a shipping receipt therefor. Some days afterward defendant issued its bill of lading, undertaking to carry the goods to Chicago *only*, and at the time of its issue defendant knew the goods had been destroyed by fire. *Held*, that the carrier was liable at common law, notwithstanding a restriction contained in the bill of lading.

Bancroft & Co. v. The Merchants' Despatch Transportation Co., 47 Iowa, 263.

Plaintiffs purchased goods at Springfield, Mass., which were delivered for transportation by the consignors at Springfield, Mass., to the Hartford & New Haven Railroad Company. The goods were marked to indicate that they were to be carried by defendant, and to be delivered to the Chicago and Northwestern and the Pacific Railroad Companies, for transportation over their roads on the route to San Francisco. The Hartford & New Haven Railroad Company receipted for the goods, stipulating that it assumed no liability beyond the end of its own line, and would not be responsible for delay from storms, accidents, or unavoidable causes, nor for decay or injury of perishable articles, nor for injury to property produced by frost, heat, or the elements. No express contract between the plaintiffs and defendants was shown. *Held*, that the limitation in the contract with the Hartford & New Haven Railroad Company was not a limitation on the liability of defendant. Defendant received the goods at the end of the Hartford & New Haven Railroad line, transported them to Chicago, the termination of its line, and stored them in a warehouse, and while there the goods were consumed by fire. *Held*, defendant was bound to deliver the goods to the carrier next on the route over which the goods were to go, and is not relieved from responsibility by storing them in a warehouse at the terminus of its own route.

Wilde v. The Merchants' Despatch Transportation Co., 47 Iowa, 272.

Where a receipt for goods is given stating that a bill of lading would be issued upon application at the office of the carrier: *Held*, that the bill of lading and not the shipping receipt embodied the contract of the parties, and the shipper is bound by the conditions of the bill of lading.

The fact that the cars containing the goods were run in Illinois on Sunday, in violation of the laws of that State, would not make the carrier liable if the merchandise was destroyed.

McCormick v. The C., R. I. & P. R. Co., 47 Iowa, 347.

Defendant was sued for damages by fire. The court below instructed the jury "that to entitle plaintiff to recover, he should prove by a

preponderance of evidence that the fire was caused by the negligence of the defendant." *Held*, that the court should have added, that it should also appear that the plaintiff did not, by his own negligence, contribute to the injury.

Schroeder v. The C., R. I. & P. R. Co., 47 Iowa, 375.

In action for damages for personal injuries, the court may, upon proper application, in the exercise of its discretion, order the plaintiff to submit to a personal examination, to ascertain and define the precise nature and extent of his injuries.

If an employe of a railroad company, in the discharge of his duties, is ordered to go on a train, or, if it was part of his employment to go upon the train, and he did so in discharge of his duty, he is to be regarded as having been engaged in its operation, and his employment as connected with its operation, and while so employed he received an injury, the defendant, if its negligence, and the care of the plaintiff was found, would be liable under the statute. *Deppe v. The C., R. I. P. R. Co.*, 36 Iowa, 52, cited and approved.

Lombard v. The C., R. I. P. R. Co., 47 Iowa, 497.

Injury resulted to the plaintiff, who was an employe of the railroad company, while engaged with others in operating a hand-car, which was overtaken and run down by another hand-car operated by employes of the road. The defense made was that the two hand-car crews were engaged in racing, in which plaintiff participated, and hence, defendant was not liable. The evidence showed that the forward car was running comparatively slow, about two or three miles an hour. The hinder car was running eight or ten miles an hour. It was *held*, that the evidence did not sustain the defense. The court say: "It is not necessary to introduce the element of racing to discover how the accident occurred. It occurred from an attempt to run a hand-car over the road at the rate of seven or eight miles an hour, when there was another car ahead of it running about half that speed." The fault of defendant's employes consisted in not applying the brakes on the second car when the signal was given. Defendant held liable.

The jury below allowed plaintiff four thousand dollars, his injury being a broken leg, without apparent permanent injury. The court reduced the allowance to two thousand five hundred dollars, holding four thousand dollars an excessive allowance in the case. Judge Beck dissents as to the reduction.

The State v. The Davenport & St. Paul R'y Co., 47 Iowa, 507.

A railway company has the right under section 1262, of the Code of 1873, subject to proper equitable control and police regulations, to pass over a street of a city without the consent of the city authorities.

The construction and maintenance of a railway upon a street in a city, cannot be regarded as a nuisance. If the railway is improperly and negligently constructed upon the street, compensation may be had by the owner of the abutting property, even where the fee of the street is in the city.

The word "highway" in law is synonymous with "street," and the word "over" with the word "upon" in the statute, and has the same meaning and effect.

Renwick, Shaw & Co. v. The Davenport & Northwestern Railway, et al., 47 Iowa, 511.

Chapter 123, laws of 1874, authorizing cities, towns, and townships, to vote taxes to aid in the construction of railroads: *held*, to be constitutional. Judge Beck dissents.

The American Emigrant Aid Company v. The C., R. I. & P. R. Co., 47 Iowa, 516.

Until the line of the railroad was definitely fixed on the ground, the grant was in the nature of a float.

The act of March 3, 1857, confirming and approving selections of swamp lands previously made, vested the title absolutely in the State, whether the same were or not actually swamp lands.

Ferry v. The B., C. R. & M. R. Co., 47 Iowa, 549.

An employe of a railroad company was hurt while coupling cars, one of which had been left in the yard for repairs; an employe in the repair department, a few minutes after the accident, stated that he knew the car was out of repair, and that they proposed to repair it when switched back to the proper place. *Held*, that as the employe was at the scene of accident as a mere spectator, and not in the performance of any duty, his declarations were inadmissible as against his principal as not having been made while acting as an agent and relating to the subject matter thereof.

Payne v. The C., R. I. & P. R. Co., 47 Iowa, 605.

This case was before the court, and reversed because the verdict was contrary to the evidence (39 Iowa, 523). It was again before the court (44 Iowa, 236), and reversed because of error in the instructions, and is now again reversed because the verdict is held to be contrary to the evidence, but upon defendant's motion for a judgment against plaintiff on the ground that it appears from the several decisions made by the court that plaintiff is not entitled to recover, it was held the court could do no more than grant defendant a new trial.

Moore v. The Central Railroad of Iowa, 47 Iowa, 688.

Plaintiff was an employe of defendant making repairs to the earth-works of a switch near a station and water tank. To avoid a runaway team he stepped on the track, and a hand-car operated by defendant's workmen, ran against and injured him. The hand-car was running quite rapidly, no one on car was looking ahead to avoid accident, and, although before plaintiff was struck he was seen by one or more of the men, and one of them gave an alarm for stopping, it was disregarded, and no effort made to check the speed till the foreman saw plaintiff, when he ordered the brakes to be applied. *Held*, that there was evidence of negligence to sustain a verdict for plaintiff.

One acting under fright is not to be held negligent, though in seeking safety he does so where upon reflection he might conclude he was exposing himself to another danger. In an action for damages for personal injury it is competent for the plaintiff to show the nature of his employment and his dependence thereon for support.

ERRATA.

Page 60—"400" in first line of first column of table should be 00.

Page 60—"522" in first line of second column of second table should be 528.

Page 67—"Immediate" in ninth line from top of page should be *intermediate*.

Page 411.—For Des Moines & "Minnesota" Railroad Company, read Des Moines & *Minneapolis*.

INDEX.

	PAGE.
ACCIDENTS to persons during the year.....	63, 64
killed and injured, how.....	63, 64
table of.....	138, 139
AMENDMENTS to railroad laws recommended.....	4, 4
APPENDIX , digest of recent Supreme Court decisions in railroad cases.....	435, 439
BRIDGES , number, kind, and length of.....	50
table of, and crossings.....	129
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILROAD—	
complaint of W. McClintock against.....	17, 19
reductions of earnings of.....	4, 5
per cent of net earnings to stock and debt.....	4, 6
topographical table of.....	63
leased to Chicago, Rock Island & Pacific R. R.....	65
annual report of.....	145, 158
BURLINGTON & NORTHWESTERN RAILWAY—	
annual report of.....	390, 397
BURLINGTON & SOUTHWESTERN RAILWAY—	
annual report of.....	159, 165
CAPITAL STOCK (and see tables and returns)	42
table of.....	116, 117
CEDAR RAPIDS & MISSOURI RIVER RAILROAD—	
history of.....	84, 86
annual report of.....	242, 245
CHICAGO, CLINTON, DUBUQUE & MINNESOTA RAILROAD—	
annual report of.....	189, 198
CENTRAL IOWA RAILWAY—	
defective, returns of.....	40, 42
reduction of earnings.....	45
topographical table of.....	62
annual report of.....	166, 176
CHICAGO, BURLINGTON & QUINCY RAILROAD—	
increase of freight rates.....	9
comparative table of increased and modified tariff.....	10, 12
complaint of J. T. Stewart against.....	26, 2
complaint of B. F. Buffington against.....	30,
complaint of Chace & Co., against.....	
complaint of W. B. Burget against.....	32, 3
complaint of J. C. Downs against.....	34, 35
complaint of Fassett & Hanson against.....	35, 38
increase of capital stock of.....	42
per cent of net earnings to stock and debt.....	46
topographical table of.....	60
land grant table.....	64
miles of road in Iowa.....	65
annual report of.....	177, 188

CHICAGO, IOWA & NEBRASKA RAILROAD—	PAGE.
history of.....	86, 87
annual report of.....	238, 241
CHICAGO, MILWAUKEE & ST. PAUL RAILROAD—	
per cent of net earnings to stock and debt.....	46
topographical table of.....	62
land grant, table of.....	64
leased the Davenport & Northwestern Railroad.....	65
miles of road in Iowa.....	65
annual report of.....	199, 215
CHICAGO & NORTHWESTERN RAILROAD—	
increase of freight rates.....	9
comparative table of increased and modified tariff.....	10, 12
complaint of J. W. Stocker against.....	7
complaint of Robert Smyth against.....	8, 14
complaint of A. B. Van Volkenburgh against.....	21, 24
complaint of Jno. T. Stewart against.....	26, 28
complaint of J. W. Rodefer against.....	38, 40
per cent of net earnings to stock and debt.....	46
topographical table of.....	61
leased the Des Moines & Minneapolis Railroad.....	65
miles of road in Iowa.....	65
annual report of.....	223, 237
CHICAGO, ROCK ISLAND & PACIFIC RAILROAD—	
increase of freight rates.....	9
comparative table of increased and modified tariff.....	10, 12
complaint of Stotts & Houston against.....	20, 21
complaint of C. S. Cosby against.....	25, 26
complaint of Jno. T. Stewart against.....	26, 28
complaint of L. D. Tracy against.....	31, 32
per cent of net earnings to stock and debt.....	46
topographical table of.....	60
land grant, table of.....	64
leased the Keokuk & Des Moines Railway.....	65
leased the Burlington, Cedar Rapids & Northern.....	65
miles of road in Iowa.....	65
history of.....	87, 108
annual report of.....	258, 272
COMMISSIONERS, BOARD OF—	
recommend amendments to railroad law.....	4, 5, 6
conference with railroad officials.....	9
observations of, on defectiv returns.....	40, 42
treat of the commissioner system.....	71, 79
railway acquiescence in their decisions.....	72
inspection of railroads.....	80
compile history of railroads.....	83
COMMISSIONER SYSTEM, letter of Chas. F. Adams, jr., upon....	73, 78
COMPLAINTS AGAINST RAILROAD COMPANIES—	
of J. W. Stocker against the C. & N. W.....	7
of Robt. Smyth against the C. & N. W.....	8, 14
of D. Armstrong & Co. against the Illinois Central.....	15
of W. H. Muffy, against the Illinois Cntral.....	16
of W. McClintock against the B., C. R. & N.....	17
of Stotts & Houston against the C., R. I. & P.....	20, 21
of A. B. Van Valkenburgh against the C. & N. W.....	21, 24
of C. S. Cosby against the C., R. I. & P.....	25, 26
of Jno. T. Stewart against the Pool lines.....	26, 28
of M. A. Hoyt & Bro. against the C. & N. W.....	28, 30
of B. F. Buffington against the C., B. & Q.....	30, 31
of Chace & Co. against the C., B. & Q.....	31
of L. D. Tracy against the C., R. I. & P.....	31, 32
of W. B. Burget against the C., B. & Q.....	32, 34
of J. C. Downs against the C., B. & Q.....	34, 35
of Fassett & Hanson against the C., B. & Q.....	35, 38
of J. W. Rodefer against the C. & N. W.....	38, 40

	PAGE.
CONSOLIDATION of railroads considered	66, 70
COMPILATION of railroad returns	116, 141
COST of railroads.....	44, 120
CROOKED CREEK RAILROAD—	
decrease of capital stock.....	43
annual report of	398, 404
CROSSINGS, number and character of.....	50
same, and bridges, table of.....	129
DAVENPORT & NORTHWESTERN RAILROAD—	
leased to the Chicago, Milwaukee & St. Paul.....	65
annual report of	216, 222
DEBT OF RAIROADS IN IOWA, aggregate of	43
decrease of by Sioux City & Dakota railroad.....	44
table of.....	118
DELINQUENT RETURNS, Commission as to.....	4, 5
DES MOINES, ADEL & WESTERN RAILROAD—	
annual report of	405, 450
DES MOINES & FORT DODGE RAILROAD—	
decrease of capital stock of.....	43
per cent of net earnings to stock and debt of.....	46
annual report of	281, 288
DES MOINES & MINNEAPOLIS RAILROAD—	
leased to the Chicago & Northwestern.....	65
annual report of	411, 416
DIGEST of recent Supreme Court decisions in railroad cases	435, 439
DUBUQUE & DAKOTA RAILROAD, history of	108
EARNINGS OF RAILROADS, 1878-9—	
gross, passenger, mail and express.....	44, 122
gross, freight and miscellaneous.....	44, 122
for mail transportation	45, 122
per cent of, to stock and debt	46
average per mile of all railroads.....	48
table of.....	122
compared with operating expenses.....	125
same with interest, rental, etc.....	126
same with expenses—1879 with 1878.....	140
ENGINES, capacity of per ton weight.....	53, 54
EQUIPMENT, of what it consists.....	51
table of	132
EXPENSES of operating railroad.....	45
lowest percentage of.....	43
FENCING, amount of.....	51, 131
FORT DODGE & FORT RIDGELY RAILROAD—	
annual report of	289, 292
GAUGE of railroads	128
GRADES, tables of	56, 58
GRINNELL & MONTEZUMA RAILROAD—	
increase of debt of	43
annual report of	293, 297
HISTORY OF IOWA RAILROADS—	
Cedar Rapids & Missouri River	84, 86
Chicago, Iowa & Nebraska... ..	86, 87
Chicago, Rock Island & Pacific.....	87, 108
Dubuque & Dakota.....	108
Iowa Falls & Sioux City	109, 110
Iowa Midland	110
Keokuk & Des Moines.....	110
Maple River.....	110, 111
Sioux City & Dakota	111, 112
Stanwood & Tipton.....	112

	PAGE.
ILLINOIS CENTRAL RAILROAD (Iowa Division)—	
complaint of D. Armstrong & Co. against.....	15
complaint of W. H. Muffly against.....	16
topographical table of	61
annual report of.....	298, 307
IOWA COAL & MANUFACTURING COMPANY—	
annual report of	313, 316
IOWA FALLS & SIOUX CITY RAILROAD—	
history of.....	109, 110
annual report of.....	308, 312
IOWA MIDLAND RAILROAD—	
history of.....	110
annual report of.....	250, 257
IOWA TARIFFS lower than those of Illinois.....	68
JUDICIAL decisions, recent, in railroad cases (digest of)	435, 439
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD—	
per cent of earnings to stock and debt	46
annual report of.....	317, 329
KEOKUK & DES MOINES RAILROAD—	
per cent of net earnings to stock and debt.....	46
leased to Chicago, Rock Island & Pacific	65
history of.....	110
annual report of.....	273, 280
LAND GRANTS, tables of.....	64, 65
MAPLE RIVER RAILROAD—	
history of.....	110, 111
annual report of.....	246, 249
MEMORIAL of National Convention of Commissioners.....	113, 114
MISSOURI, IOWA & NEBRASKA RAILWAY—	
annual report of.....	330, 338
NEWTON & MONROE RAILROAD—	
per cent of earnings to stock and debt.....	46
annual report of.....	339, 346
OPERATING expenses, table of.....	123
same compared with earnings.....	125, 126
comparison of same for 1878 and 1879	
PERSONS employed by railroads in Iowa.....	50, 131
killed and injured.....	138, 139
PRO RATA tariffs considered.....	67, 68
RAILROADS—	
defects in returns of.....	4, 6, 41
capital stock of.....	42, 116
increase or decrease of debt of	43
stock and debt of	44, 118
cost of.....	44, 120
gross earnings of	44
operating expenses of.....	45
per cent of earnings to capital and debt	46
swelling capital of by construction.....	48
average earnings of in Iowa	48
taxes paid by in the state.....	49
amount of steel rails in use.....	49, 128
number, kind and length of bridges.....	50
number of crossings	50
number of stations	50
number of persons employed by.....	50
construction of during past year.....	79
total mileage of in Iowa	79, 80
inspection of by Commissioners.....	80
RECOMMENDATIONS OF COMMISSIONERS—	
as to earlier railroad returns.....	4
as to inspection of bridges.....	6
as to sundry sections of the Code.....	6
as to traveling expenses and transportation.....	6

RETURNS OF RAILROAD COMPANIES—	PAGE.
uniformity of recommended by National Convention of Rail- road Commissioners	113, 114
of Burlington, Cedar Rapids & Northern.....	145, 158
of Burlington & Southwestern.....	159, 165
of Central Iowa Railway	166, 176
of Chicago, Burlington & Quincy	177, 188
of Chicago, Clinton, Dubuque & Minnesota.....	189, 198
of Chicago, Milwaukee & St. Paul.....	199, 215
of Davenport & Northwestern.....	216, 222
of Chicago & Northwestern	223, 237
of Chicago, Iowa & Nebraska.....	238, 241
of Cedar Rapids & Missouri River	242, 245
of Maple River Railroad.....	246, 249
of Iowa Midland Railway.....	250, 257
of Chicago, Rock Island & Pacific.....	258, 272
of Keokuk & Des Moines Railway	273, 280
of Des Moines & Ft. Dodge Railroad.....	281, 288
of Ft. Dodge & Ft. Ridgely.....	289, 292
of Grinnell & Montezuma Railroad	293, 297
of Illinois Central Railroad (Iowa Div.).....	298, 307
of Iowa Falls & Sioux City Railroad	308, 312
of Iowa Coal & Manufacturing Company.....	313, 316
of Kansas City, St. Joe & Council Bluffs	317, 329
of Missouri, Iowa & Nebraska.....	330, 338
of Newton & Monroe Railroad.....	339, 346
of St. Louis, Ottumwa & Cedar Rapids.....	347, 352
of Sioux City & Pacific Railroad.....	353, 365
of Dakota Southern & Sioux City and Pembina	366, 376
of Sioux City & St. Paul	377, 385
of Toledo & Northwestern.....	386, 389
of Burlington & Northwestern	390, 397
of Crooked Creek Railway.....	398, 404
of Des Moines, Adel & Western.....	405, 410
of Des Moines & Minneapolis.....	411, 416
of Iowa Eastern Railroad.....	417, 423
of Waukon & Mississippi Railroad.....	424, 431
SIDE TRACKS, total length of.....	49
SIoux CITY & DAKOTA RAILROAD—	
formed of the Sioux City & Pembina and Dakota Southern.....	112
history of.....	112
annual report of.....	366, 376
SIoux CITY & PACIFIC RAILROAD—	
annual report of.....	353, 365
SIoux CITY & PEMBINA & DAKOTA SOUTHERN—	
decrease of debt of.....	44
history of.....	111, 112
name changed to Sioux City & Dakota	112
SIoux CITY & ST. PAUL RAILROAD—	
land grant table... ..	65
annual report of.....	377, 385
STATIONS, number of.....	50, 131
STANWOOD & TIPTON RAILWAY—	
history of... ..	112
STEEL RAILS, amount of in Iowa.....	49
ST. LOUIS, OTTUMWA & CEDAR RAPIDS—	
annual report of.	347, 352
STOCK AND DEBT OF ROADS IN IOWA	44, 118
same per mile.....	44

TABLES—		PAGE.
of increased and modified rates	10,	12
of increase of stock.....	42,	48
of increase and decrease of debt.....		43
of amount of steel rails.....		49
of train mileage.....		52
of tonnage, gross, and percentage.....	53,	135
of net freight per ton weight of engine.....		53
of grades on all roads reported.....	55,	58
of topography.....	60,	63
of new railroad construction.....		79
No. 1, of capital stock.....	116,	117
No. 2, of debt, and stock and debt.....	118,	119
No. 3, of cost of		120
No. 4, of earnings of.....		122
No. 5, of operating expenses.....		123
No. 6, same compared with earnings.....		125
No. 7, same compared with interest, rental, etc.....		126
No. 8, of track mileage.....		128
No. 9, of bridges and crossings.....		129
No. 10, of stations, fencing, and persons employed.....		131
No. 11, of equipment.....		132
No. 12, of train, passenger and freight mileage		133
No. 13, of tonnage, classified		135
No. 14, of rates of transportation.....		136
No. 15, of accidents to persons.....		138
No. 16, of earnings and expenses, 1878 and 1879 compared		140
TAXES PAID BY RAILROADS IN IOWA.....		49
TOLEDO & NOTHWESTERN RAILWAY—		
annual report of.....	386,	389
TONNAGE—		
classified table of	53,	135
through and local compared		66

